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Madison River Bridge

Final Environmental Assessment/Section 4(f) Evaluation

FAP 84, East of Norris
BRF 84-1(3)8
March, 1989

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AND
THE PUBLIC

The following Draft Environmental Assessment/Section 4(f) Statement (EA/4(f)) for Project No. BRF 84-1(3)8, Madison River Bridge, is submitted herewith for your review.

This EA/4(f) documents the various studies, meetings and coordination that occurred during the development of this project.

It is imperative that the Montana Department of Highways be notified immediately of any objections of a substantive nature to this project. Comments should be submitted to the Montana Department of Highways on or before September 16, 1988. All comments should be sent to:

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PROJECT BRF 84-1(3)8

FAP 84 MILEPOST 7.9
MADISON RIVER BRIDGE, EAST OF NORRIS
MADISON COUNTY, MONTANA

FINAL ENVIRONMENTAL ASSESSMENT AND SECTION 4(f) EVALUATION

Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303 by the

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS
AND
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Gordon L. Larson

For Director
Montana Department of Highways

Date: 3-8-89

Approved

James H. Lamb

Federal Highway Administration

Date: 5-1-89

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FINDING OF NO SIGNIFICANT IMPACT
FOR
BRF 84-1(3)8
MADISON RIVER BRIDGE

THE FEDERAL HIGHWAY ADMINISTRATION HAS DETERMINED THAT THIS PROJECT WILL NOT HAVE ANY SIGNIFICANT IMPACT ON THE HUMAN ENVIRONMENT. THIS FINDING OF NO SIGNIFICANT IMPACT IS BASED ON THE ATTACHED ENVIRONMENTAL ASSESSMENT AND INPUT FROM THE LOCATION AND DESIGN PUBLIC HEARING. THIS FINDING HAS BEEN INDEPENDENTLY EVALUATED BY THE FEDERAL HIGHWAY ADMINISTRATION AND DETERMINED TO ADEQUATELY AND ACCURATELY DISCUSS THE ENVIRONMENTAL ISSUES AND IMPACTS OF THE PROPOSED PROJECT AND PROVIDES SUFFICIENT EVIDENCE AND ANALYSIS FOR DETERMINING THAT AN ENVIRONMENTAL IMPACT STATEMENT IS NOT REQUIRED. THE FHWA TAKES FULL RESPONSIBILITY FOR THE ACCURACY, SCOPE AND CONTENT OF THE ATTACHED ENVIRONMENTAL ASSESSMENT.

W. S. Dunbar, Planning & Program Development Engineer
Federal Highway Administration

Date 3/14/89

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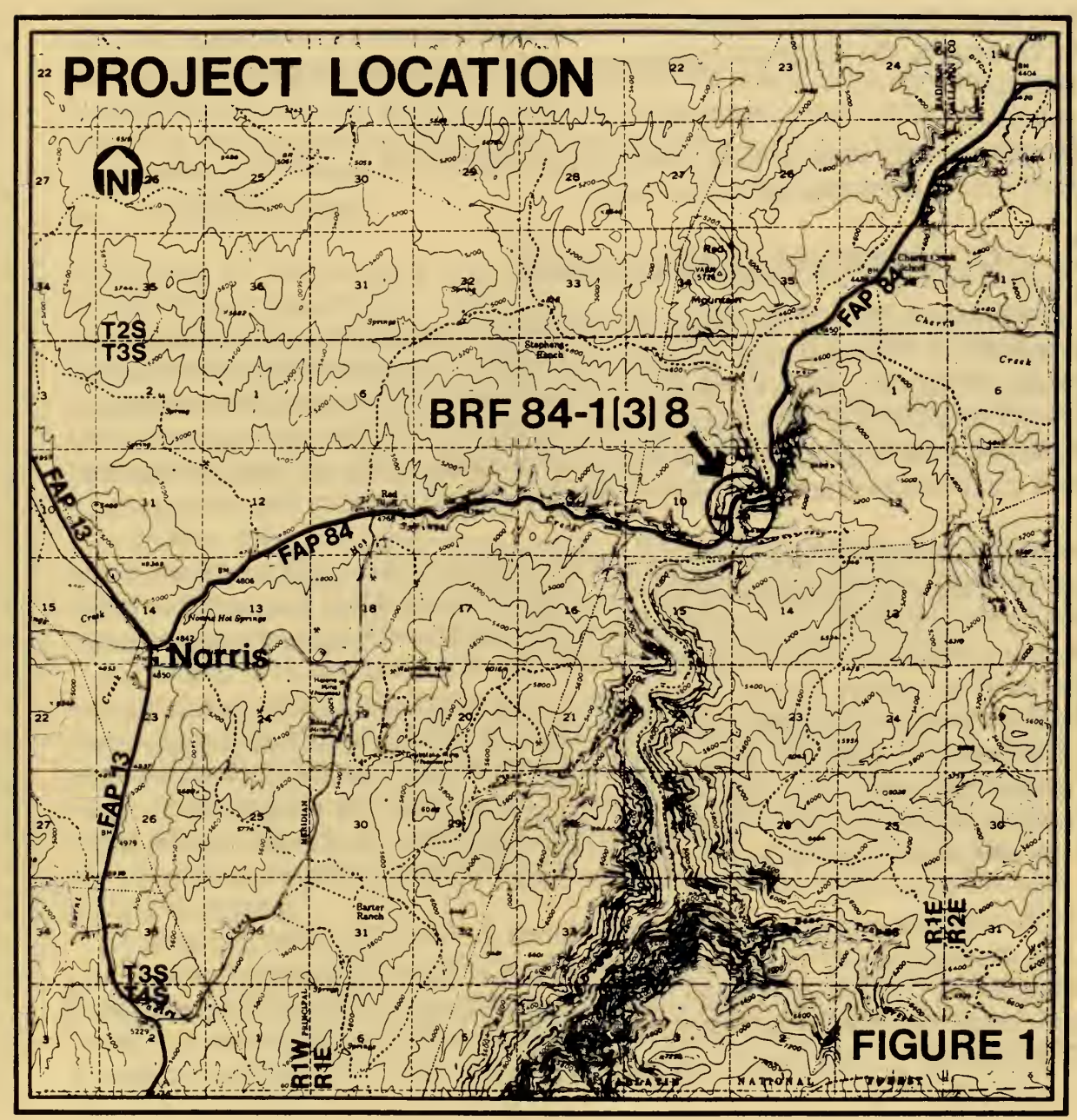
Part I: PURPOSE AND NEED FOR ACTION

A. Description of the Project

The Montana Department of Highways (MDOH) intends to improve Federal-Aid Primary Route 84 (FAP 84) in Madison County by constructing a new bridge across the Madison River near Milepost 7.9, approximately eight miles east of Norris. The location of the project area is shown in Figure 1. The proposed project consists of replacing the existing narrow bridge and constructing the necessary approaches to the new structure.



The new approaches will be designed in accordance with MDOH's "Level of Development Plan" for this rural primary route. The typical cross-section for the approaches will consist of a 28- foot-wide paved surface constructed on a 36-foot-wide subgrade. The additional subgrade area will facilitate future widening to provide a 36-foot-wide paved surface. The new bridge will be 36- feet-wide and will provide two 12-foot-wide travel lanes and two six-foot-wide shoulders. Alternative bridge locations and approach alignments will be examined in this environmental assessment.

This project was initiated in 1984 when MDOH applied for and received approval from the Federal Highway Administration (FHWA) to begin preliminary engineering work. The Department has studied all aspects of the proposed project since late 1984. MDOH retained Robert Peccia & Associates in 1987 to complete all necessary environmental documentation and to provide engineering and design services for the project. The MDOH Bridge Bureau will prepare design plans for the proposed structure.

The primary source of funding for this project will be from federal Bridge Replacement Funds, administered by the FHWA.

B. Purpose of and Need for Action

The existing bridge is 17-feet-wide and 252-feet-long and has a vertical clearance of only 15'-6". The steel truss structure was originally constructed in 1922 over the Madison River near Three Forks but was relocated to this site during the construction of FAP 84 in 1952. The restricted clearances of the bridge, the poor horizontal alignment of its approaches, and significant seasonal traffic volumes on FAP 84 have combined to produce an abnormally high accident rate for this road section.

In 1980, MDOH performed a computer analysis of all traffic accidents on FAP 84 as part of its statewide safety program. The analysis revealed that the section of FAP 84 near the bridge had an overall accident rate that was well above the average for all other primary roads in the state. The rate also exceeded MDOH's "critical accident rate" for primary routes. The "critical accident rate", derived from an analysis of accident rates for specific road classifications, is used to identify road segments with traffic safety problems. As a result of the accident analysis, MDOH installed improvements during 1983 designed to make the ends of the bridge and its approaches less hazardous. The safety project placed flared guardrails at each end of the bridge and chevron (W1-8) warning signs on the approaches.

A traffic accident analysis conducted specifically for the bridge area (Milepost 7.6 to 9.0) showed that FAP 84 had an accident rate of 5.70 accidents per million vehicle miles of travel (ACC/MVMT) when the improvements were installed. This rate was more than 2.5 times higher than the statewide average accident rate of 2.27 ACC/MVMT for primary routes and 1.5 times higher than MDOH's critical accident

rate for the road classification. A follow-up analysis completed in 1987 showed that the accident rate for the years 1984 through 1986 was 3.72 ACC/MVMT. Although the accident rate declined after the introduction of safety improvements, it remained nearly twice as high as the average accident rate for primary roads in Montana during the same period.

An analysis of accidents on this road segment prior to the installation of the safety improvements showed that the accident severity rate was almost equal to the statewide average severity rate for primary routes. The 1987 accident analysis (years 1984 through 1986) indicated that the severity rate increased and was approximately 30 percent higher than the average severity rate for primary roads in the state. This increase in the accident severity rate can be attributed to a fatal accident that occurred near the bridge in 1985.

The proposed project will correct or enhance traffic safety at the Madison River bridge site by eliminating sharp curves in the horizontal alignment of the bridge approaches and by providing the appropriate clearances on the bridge.

C. Affected Area

The setting for this project is near the mouth of a rugged, mountainous canyon formed by the Madison River. This area, known locally as the Bear Trap Canyon, in extensively used by recreationalists for fishing, hunting, and other outdoor activities. As indicated in Figure 2, much of the land in the project area is in public ownership and is administrated by the U.S. Department of the Interior, Bureau of Land Management (BLM). The agency has provided many formal and informal recreation sites along this reach of the Madison River.

The Madison River in the Bear Trap Canyon is nationally recognized as a "blue-ribbon stream" and supports an excellent trout population. The Montana Department of Fish, Wildlife, and Parks (FWP) has rated this portion of the Madison River in its highest category (Class 1) for resource values and sport fishery potential.

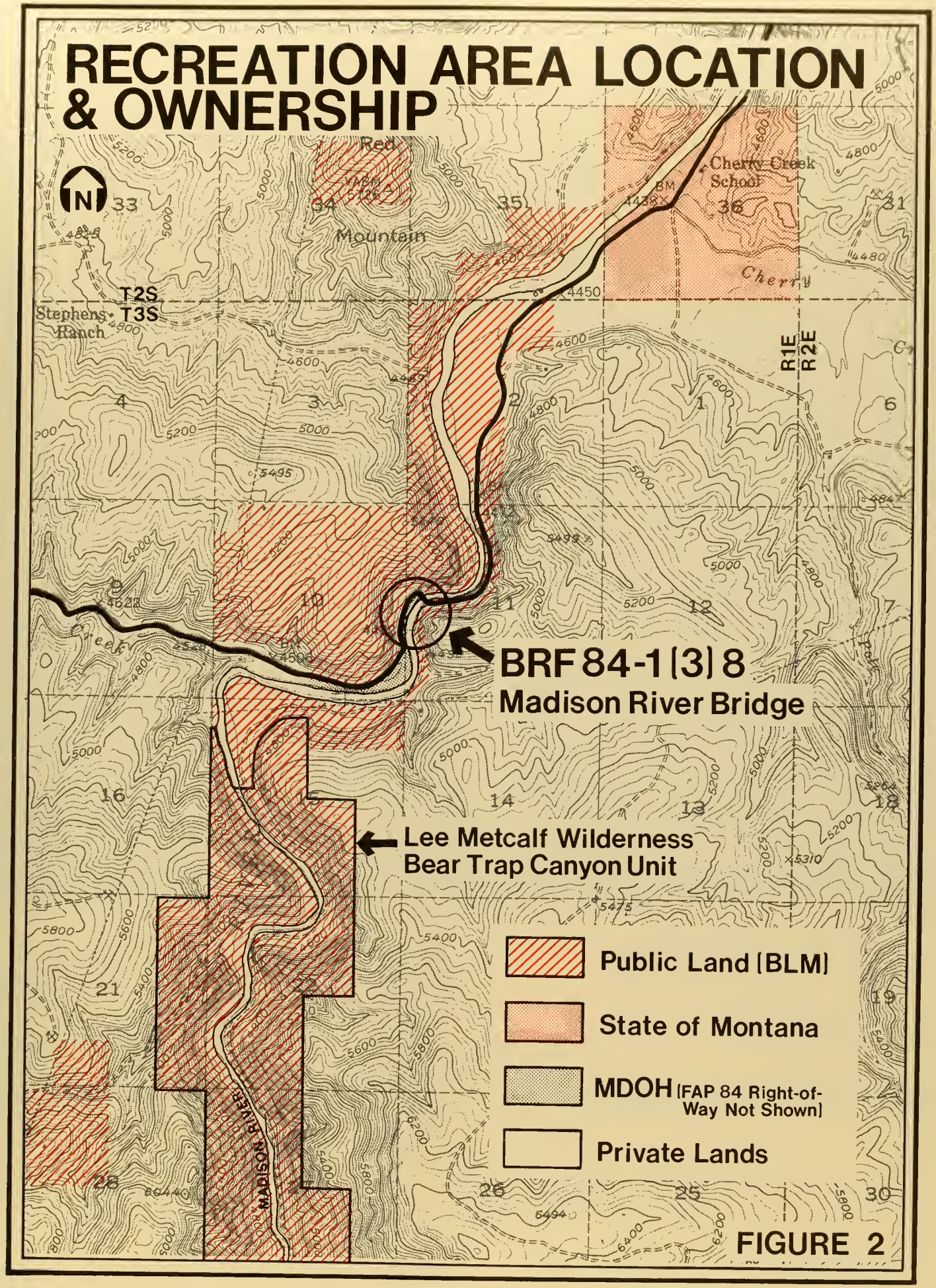
The proposed project is also in an area rich in ethnic and historical resources due to centuries of habitation by native Americans and early pioneers. The BLM has identified and researched seven archaeological/cultural sites near the existing bridge. Two of these sites are eligible for inclusion in the National Register of Historical Places. These and other sites in the Bear Trap Canyon have yielded archaeological and cultural materials that are important to understanding the lifestyles of early inhabitants.

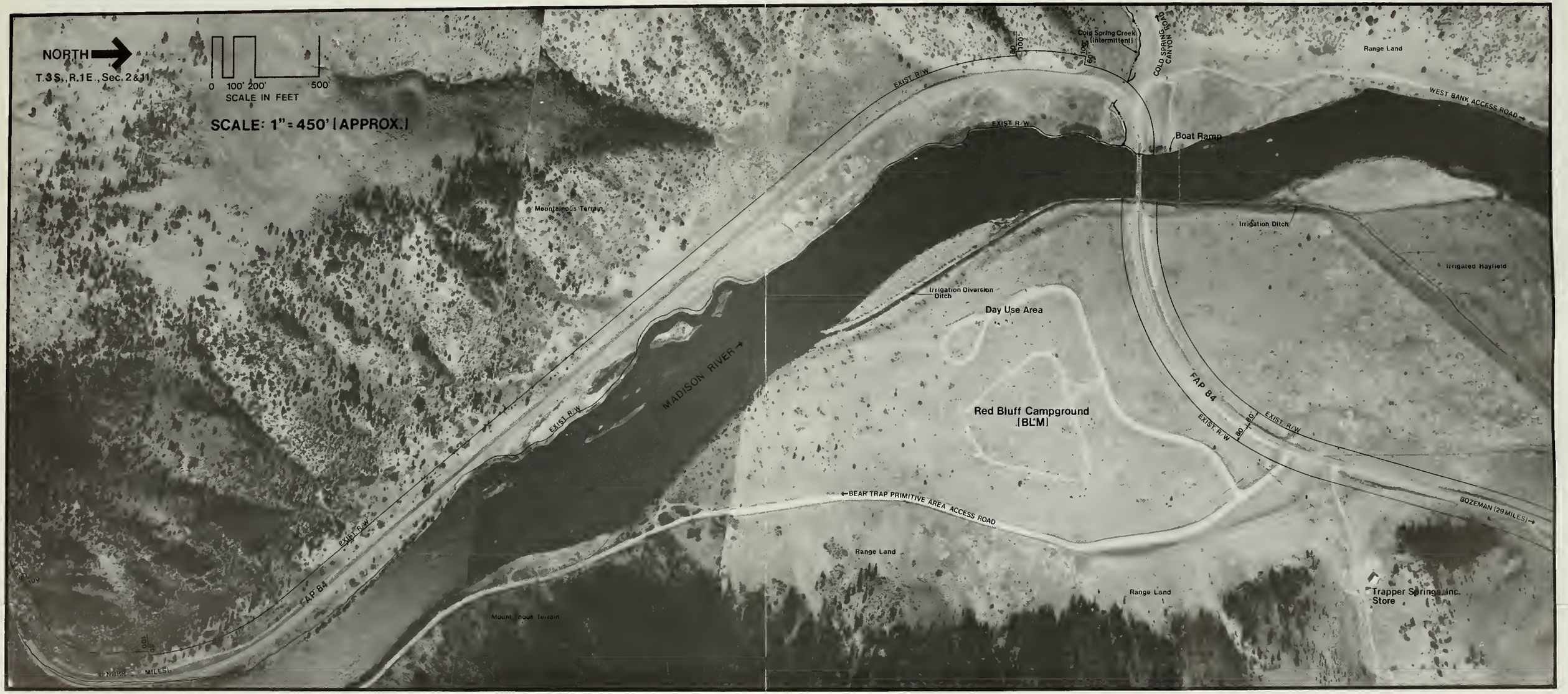
Lands in the project area are used for recreation or agriculture. The BLM's Red Bluff Campground, with its 10 campsites, is located immediately southeast of the bridge. The BLM has plans to develop a new campground, Red Mountain Campground, approximately one-quarter mile northeast of the existing bridge; however, the agen-

cy has not specified a date for construction due to uncertain budgets for the project. Agricultural uses in the area include livestock grazing and cultivation of hay. Trapper Springs, Inc., a convenience store located just north of the access road to the Bear Trap Primitive Area, caters to the needs of campers, fishermen and floaters.

FAP 84 is a 24-foot-wide, undivided, two-lane road with 12-foot- wide lanes and a minimal paved shoulder. The portion of FAP 84 in the project area was constructed in 1952. Currently, average daily traffic on this primary route is estimated to be 700 vehicles per day. Existing right-of-way for FAP 84 is typically 80 feet on each side of the roadway centerline; although, the right-of-way varies in width and extends to the high water mark where the alignment parallels the west bank of the Madison River.

Figure 3 presents the land uses, alignment, and right-of-way for FAP 84 in the vicinity of the existing Madison River bridge.


RECREATION AREA LOCATION & OWNERSHIP
N
Red Mountain
Cherry Creek School
Cherry
Stephens Ranch
T2S
T3S
R1E
R2E
BRF 84-1(3)8
Madison River Bridge
Lee Metcalf Wilderness
Bear Trap Canyon Unit
Public Land (BLM)
State of Montana
MDOH (FAP 84 Right-of-Way Not Shown)
Private Lands
MADISON RIVER
FIGURE 2



AFFECTED ENVIRONMENT

Madison River Bridge

Madison County, Montana

BRF 84-1(3)8

FAP 84

East of Norris

RPA Robert Peccia & Associates Helena, MT

FIGURE 3

PART II: ALTERNATIVES

A. Development of Alternatives

The alternatives considered for this bridge replacement project were developed in response to constraints imposed by the existing environmental conditions in the project area. The steep slopes, rock cliffs, and width of the Madison River in the area limits the locations for a new bridge and its approaches. The presence of recreation sites and important archaeological/cultural resources further restricts the number of acceptable locations for a river crossing.

Based on environmental limitations and the desire to provide the safest possible approaches to the new structure, several alternative bridge locations and approach alignments were identified. These alignment alternatives were displayed on maps and photographs of the project area and supplied to involved agencies. Comments on the alignment proposals were solicited and used to develop the feasible alternatives for the proposed action.

B. Alternatives Considered

The Montana Department of Highways considered three construction alternatives and the "no-build" alternative for the project. Federal environmental regulations require that the "no-build" alternative be evaluated for the proposed action. The following narrative briefly describes the alternatives considered for this project. Figure 4 shown the general alignment of each alternative.

1. Alternative 1

Alternative 1 was developed by MDOH during its initial engineering studies for the replacement of the Madison River bridge. The proposal includes the installation of a 400-foot-long (±) bridge slightly downstream from the existing structure and the construction of some 4,400 linear feet of new two-lane road for the bridge approaches. The alignment would pass through open rangeland northeast of the existing bridge and would require that some 4.64 acres of new right-of-way be appropriated from the BLM.

2. Alternative 2

This alternative was originally proposed by a BLM archaeologist as a means of minimizing potential impacts to archaeological, historical, and recreational sites on lands administered by the agency. The initial BLM-proposed alignment was refined to provide the safest approaches possible and to reduce the bridge span. The al-

ternative would cross the Madison River slightly upstream from the existing bridge with a 400-foot-long (±) structure. The proposal would require nearly 3,200 linear feet of new road construction for bridge approaches. The appropriation of 2.85 acres of right-of-way from the BLM would be necessary with this alignment.

3. Alternative 3

This alignment option was developed from recommendations made by MDOH and BLM archaeologists and would cross the Madison River approximately 0.75 miles upstream from the existing bridge. The alignment would require the erection of a 700-foot long (±) bridge and the construction of more than 5,400 linear feet of new two-lane road to meet existing FAP 84. Some 15.97 acres of new right-of-way would be needed for this alternative. The proposed alignment would minimize or totally avoid impacts on the cultural and recreational sites in the project area. This alternative would require the construction of a new approach for the Bear Trap Primitive Area north of the new river crossing. Additionally, the Primitive Area access road would have to be reconstructed to pass beneath the new bridge.

4. "No-Build" Alternative

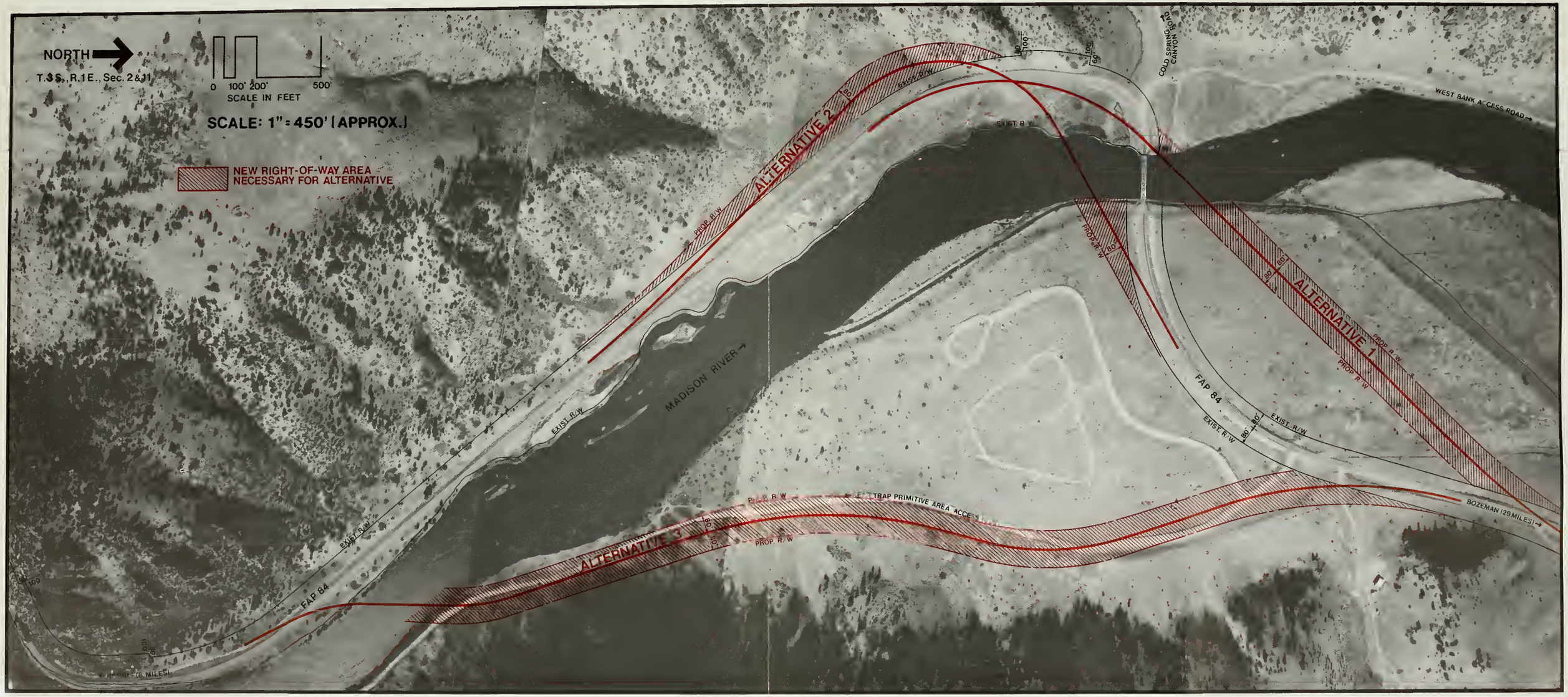
The "no-build" alternative would not change the existing bridge or its approaches; however, the facilities would continue to receive the minor, short-term reconstruction activities necessary to maintain them. The alternative would require continued use of the narrow bridge and the traffic safety concerns presented by the sharp curves on each approach would persist.

C. Cost Estimates of Alternatives

Preliminary designs of the alternatives were prepared and used as the basis for estimating the costs and evaluating the impacts of each proposal. The following narrative summarizes right-of-way and construction costs for the three build alternatives.

1. Right-of-Way and Utility Costs

The estimated costs for obtaining rights-of-way for this project were developed by the MDOH Right-of-Way Bureau. The estimates assume that a standard 160-foot-wide right-of-way corridor would be used for each alternative and would supplement significant amounts of existing right-of-way. All right-of-way would be appropriated for highway purposes from the BLM in accordance with 23 U.S.C. 317. Based on these assumptions, the estimated right- of-way costs for each alignment option are:



ALIGNMENTS CONSIDERED

Madison River Bridge

Madison County, Montana

BRF 84-1(3)8

FAP 84

East of Norris

RPA Robert Peccia & Associates Helena, MT

FIGURE 4

ALTERNATIVE 1 - $10,000

ALTERNATIVE 2 - $10,000

ALTERNATIVE 3 - $15,000

It should be noted that construction of all build alternatives will conflict with buried and aerial telephone lines near the existing roadway and bridge. The owner of these lines (Three Rivers Telephone Co-op) must relocate them to the new river crossing and must place underground cables within the new highway right-of-way or secure its own new right-of-way. The Utilities Section of MDOH's Right-of-Way Bureau estimates utility costs for the build alternatives to be as follows:

ALTERNATIVE 1 - $6,000

ALTERNATIVE 2 - $2,000

ALTERNATIVE 3 - $4,250

Construction easements and all associated costs have not been included in the above estimates but will be quantified as part of the final project design. There are no utility relocations on this project subject to the Utility Siting Act.

2. Construction Costs

Detailed preliminary design layouts were prepared for each alignment alternative evaluated for the new Madison River bridge. These layouts together with supplemental information (typical cross-sections, pavement section, and existing terrain characteristics) allowed the features and work items to be quantified for each alternative. Average unit prices from MDOH bid tabulation summaries for the year 1987 were applied to the quantities to develop costs for the new approaches to the bridge. The MDOH Bridge Bureau was supplied with all information necessary to estimate the cost of the bridge required for each alignment option.

Table No. 1 contains the estimated costs of the build alternatives considered for this project. It is notable that these cost estimates are based on 1987 dollars and do not include right-of-way or utility costs. The detailed quantities, unit prices, and costs for each alternative are available for review at the MDOH offices in Helena.

TABLE NO. 1
ESTIMATED CONSTRUCTION COSTS
BY ALTERNATIVE

Cost Item	Alternative 1	Alternative 2	Alternative 3
1. Excavation	$ 47,600	$ 49,600	$ 50,700
2. Surfacing	66,500	66,100	112,600
3. Bridge[1]	1,003,000	868,000	1,518,000
4. Drainage	36,200	5,000	9,500
5. Signing/Striping[2]	29,200	25,200	33,100
6. Misc. Approaches[3]	13,800	1,400	21,600
7. Traffic Control[4]	52,900	7,900	5,700
8. Site Reclamation[5]	92,400	75,600	74,800
Subtotal	$1,341,600	$1,098,800	$1,826,000
25% Engineering & Contingency	$ 335,400	$ 274,700	$ 456,500
Total Construction Cost	$1,677,000	$1,373,500	$2,282,500

NOTES

1 Includes cost of abutments, necessary retaining walls, riprap, and structure.

2 Includes signs, striping, and guard rail as needed.

3 Includes the cost of constructing new approaches and necessary gravel- surfaced, 24-foot wide access roads.

4 Includes detours, traffic control devices, and flagging.

5 Includes the removal of old bridge and roadway, removal of miscellaneous features, salvage and placement of topsoil, seeding, and fertilizing.

D. Alternatives Eliminated from Consideration

The bridge replacement alternatives that were eliminated from consideration and the reasons for their exclusion are discussed below. The primary reasons for their elimination include: failure to adequately address traffic safety concerns; design and construction complications; and, the high cost of construction.

• Alternative 2

This alternative was eliminated from consideration because its design does not provide desirable roadway geometrics. The location of the bridge and the surrounding topography make it impossible to eliminate or substantially decrease the degree of curvature on the west approach to the new bridge. The required curve on this approach would provide a maximum design speed of only 40 miles per hour. Even with a wider bridge, the proposed alignment may tend to perpetuate an existing traffic safety problem. The accident history for this portion of FAP 84 indicates that most accidents over the past seven years have occurred on approach curves and not on the bridge. Therefore, the reduction of the traffic safety hazard presented by the approaches to the bridge is essential at this location. Alternative 2 does not address this need in a satisfactory manner.

Alternative 2 would impact areas near the Madison River that are often used for fishing or other informal recreation activities and that may contain important archaeological/historical features. The cuts and fills required on the west approach to the new crossing would eliminate areas south of the existing bridge presently used for informal recreation. The alignment of this alternative would pass through two archaeological sites that have been determined eligible for the National Register. This proposal would also place the new roadway closer to the day use area in the Red Bluff Campground than the present alignment or the other alternatives that were examined.

• Alternative 3

Alternative 3 was dropped from consideration due to design complexities, its difficult river crossing, and its cost. The proposed alignment would require that reverse horizontal curves and a vertical curve be designed into the bridge complicating its construction. The large skew of the proposed crossing would require a longer bridge than that needed for the other build alternatives. The location of the crossing is also in an area that is subject to rock falls. The long bridge and the large amount of new approach construction associated with this alternative make its cost significantly higher than the other design options.

Alternative 3 would require substantially more right-of-way from the Bear Trap Canyon Recreation Area than the other alternatives and would necessitate a major reconstruction of the access road to the Bear Trap Primitive Area. The proposed alignment and the steep terrain near the river crossing makes it extremely difficult to provide a safe at-grade approach for the access road near the new bridge. Therefore, the approach would have to be placed north of the bridge site. The access road would have to be reconstructed between FAP 84 and the river and designed to pass beneath the bridge. A bridge some 250 feet longer than that required by the other alternatives would be necessary to provide sufficient vertical clearance for the Primitive Area access road. The additional bridge length makes the construction cost of Alternative 3 $606,000 higher than Alternative 1 and $909,000 higher than Alternative 2.

Construction of this option may also produce significant lateral encroachments and place more permanent construction in the Madison River than the other alternatives. The potential impacts to the fishery and the recreational use of the river and its banks are additional reasons for rejection of this design alternative.

- Alternative 4

The "no-build" alternative was rejected because it would not reduce or correct the hazardous conditions presented by the poor horizontal alignment of the bridge approaches and the sub-standard clearances of the existing structure.

E. Proposed Action

MDOH has selected Alternative 1 as its preferred alternative for this bridge replacement project. This alternative, presented in Figure 5, conforms well to the existing design of FAP 84, presents a tangent bridge alignment, and will substantially improve the traffic safety characteristics of the approaches to the structure. The preferred alternative possesses the following advantages:

- The required bridge length is relatively short at this location.
- The proposed alignment on the west approach will yield a design speed of 50 miles per hour.
- The proposed alignment will reduce the overall length of FAP 84 by some 500 feet and lower the operation and maintenance costs of the facility.
- The surrounding terrain poses few limitations for construction of the bridge or its approaches.

LAYOUT OF PREFERRED ALTERNATIVE BRF 84-1(3)8

BEGIN TRANSITION

EXTEND ACCESS ROAD

RETAINING WALL

REMOVE BRIDGE

WEST BANK ACCESS ROAD

FAP 84

EXIST. R/W 80'

EXIST. R/W

NORRIS

Madison River

PROP. R/W

80'

OBLITERATE OLD ROADWAY & REVEGETATE R/W

Day Use Area

Red Bluff Campground

FUTURE ACCESS ROAD

EXTEND ACCESS ROADS

Proposed Red Mountain Campground

BEAR TRAP PRIMITIVE AREA

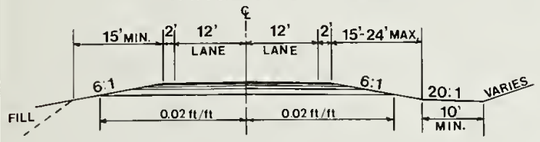
BOZEMAN

EXTEND ACCESS ROAD

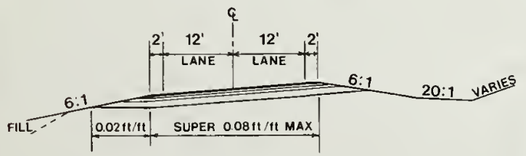
Trapper Springs Store

TYPICAL SECTIONS

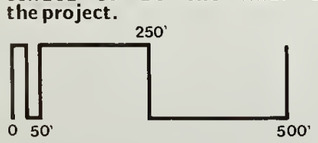
TANGENT SECTION



CURVE SECTION



This figure shows a preliminary design that was prepared for the EA. The preliminary design was intended to provide a basis for evaluating potential impacts and is not intended to be the final design for the project.



NORTH

SCALE: 1"=285' (APPROX.)

RPA Robert Peccia & Associates Helena, MT

FIGURE 5

- The alternative is the best solution for ease of bridge design and construction.

- The proposal will provide safe, convenient access location for the BLM's proposed Red Mountain Campground and the Bear Trap Primitive Area.

- The new roadway and bridge will be further away from the existing Red Bluff Campground and day use area than the other alternatives.

The preferred alternative will require that an additional 4.64 acres of right-of-way be appropriated for highway purposes from the BLM. Portions of this new right-of-way will be taken from areas containing important archaeological resources. MDOH assembled documentation which described the proposed action's impacts on two historical properties eligible for the National Register. This documentation together with a scope of work for archaeological data recovery was submitted for concurrence to the State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (ACHP). The documentation and scope of work were developed in consultation with the BLM and SHPO. A Memorandum of Agreement (MOA) specifying the measures which will be used to mitigate adverse effects on archaeological properties impacted by the proposed action was prepared. A copy of the MOA and a detailed discussion of the projects effects on cultural resources are contained in Part IV of this document.

New approaches and extensions to existing access roads will be included with the construction of the preferred alternative. Approaches and modifications to existing recreational access roads will be designed in consultation with and subject to the approval of the BLM. The existing bridge and approaches will be used during construction of the replacement facilities; however, the bridge will be removed and all abandoned roadway will be stripped of pavement and reseeded when construction is completed. The bridge will be salvaged if a use can be found for the structure. The removal of the old road and restoration of the old right-of- way will be completed to the satisfaction of BLM. Where appropriate, the new right-of-way corridor will be fenced to control livestock and indiscriminate vehicle access.

The design of the bridge and its approach will be based on a projected design year (2010) traffic volume of 860 vehicles per day with a design hourly volume of 130 vehicles. The design will be consistent with MDOH's "Level of Development Plan" for this primary route and the Department's geometric standards for road design. The project will provide a 28-foot-wide paved surface placed on a 36-foot-wide subgrade. The additional subgrade area will facilitate the ultimate construction of a 36-foot-wide paved surface. A design exception will be requested from FHWA if the design speed for the facility is less than the posted speed of 55 mph.

The replacement structure will be designed by the MDOH Bridge Bureau. Although no detailed layout has been designed at this time, MDOH indicates that a three-span, steel or prestressed concrete structure would be the most likely selection for the crossing. The 36-foot-wide bridge will require two piers in the river and have a maximum span of between 150 and 270 feet. Bridge piers will be aligned with the flow direction or be rounded. The new structure will be designed to fully accommodate recreational boating and pedestrian access along the banks under the bridge. A retaining wall may be necessary near the west end of the new bridge to eliminate lateral encroachments by approach fills.

The project is currently scheduled for a September, 1990 letting date. A typical contract would provide the contractor with 150 working days to complete the structural portion of the project. Such a contract would extend the allowable time to complete the project into the following construction season.

PART III: IMPACTS OF THE PROPOSED ACTION

According to 23 CFR Part 771.119, the environmental assessment must briefly examine specific environmental categories to determine if the potential impacts of the proposed project are significant. This document relies on consultations with agencies that manage or safeguard environmental resources to supplement analytical procedures as the primary means of identifying impacts. The following narrative summarizes the results of the agency coordination and analyses conducted for each impact category.

A. Land Use Impacts

Recreation and agriculture are the dominant existing land uses in the project area. The proposed action will not affect any agricultural uses but will require modifications to some approaches and access roads to local recreation sites. These changes are discussed in detail in Part IV of this document. The access road to Trapper Springs, Inc., a seasonal convenience store located northeast of the existing bridge, would be modified slightly with the construction of Alternatives 1 or 3.

The lands affected by this project are not included in any county land use plan or zoning district; however, land use in the project area is regulated through the BLM's administrative authority. The agency drafted the "Lower Bear Trap Canyon Project Plan" to help manage an eight-mile-long section of the Madison River within the canyon. The plan identifies the facilities necessary to provide safe recreation; control and lessen impacts to scenic and recreation values; and assist in reducing overuse and resource impacts in the Bear Trap Primitive Area. The proposed action is consistent with the BLM's objectives for the Lower Bear Trap Canyon since the design of the project will increase visitor safety and help to discourage indiscriminate motor vehicle use of lands near the river crossing.

The community of Norris is located eight miles west of the project area and will not be adversely affected by the proposed action.

B. Farmland

The proposed action will not take or convert any prime or unique farmland or farmland of statewide or local importance. The lands affected by this bridge replacement project are open rangeland or used for recreation.

In accordance with the Farmland Policy Protection Act, a U.S. Department of Agriculture Form AD-1006 was completed for each of the build alternatives. The scores for Part VI of the form totalled 30 points for each alignment indicating that

the proposal will not affect farmland. Since the total scores for Part VI of Form AD-1006 were less than 60, it was not submitted to the Soil Conservation Service.

C. Social Impacts

None of the alternatives under consideration will change existing neighborhoods, nor will they isolate or split any ethnic or community groups, change property values, or separate residents from essential services. The proposed action will not impact any school district, church, or county service. No social group will derive specific benefits or be harmed by this project.

D. Relocation Impacts

The proposed project will not displace any residence or business and will not inhibit access to jobs, educational facilities, religious institutions, health and welfare services, recreational sites, social or cultural centers, or commercial facilities. The proposal will facilitate access to these institutions by providing a safer route for travel.

E. Economic Impacts

The construction of the project will produce minor impacts on the local economy of Madison County. The economic effects of the action will be positive in nature and primarily attributable to local spending by construction workers.

F. Considerations Relating to Pedestrians and Bicyclists

FAP 84 is infrequently used by pedestrians and bicyclists, therefore, none of the alternatives considered for this action include special provisions or separate facilities for such traffic. The new approaches and bridge deck will be wider than the existing road and will provide additional shoulder area for bicyclists or pedestrians.

G. Air Quality Impacts

The proposed action will not produce adverse air quality impacts. The basis for this conclusion is that previous general analyses for similar projects on rural, low volume roads have indicated that air quality standards will not be exceeded. FHWA guidance concerning air quality evaluations suggests that the proposed action is the type of project that does not usually require any analysis to make a judgment of air quality impacts.

H. Noise Impacts

A simplified noise prediction method employing nomographs based on the FHWA Noise Prediction Model was used to evaluate noise impacts. Current and design

year traffic volumes, travel speeds, and vehicle mixes were compared to determine if Noise Abatement Criteria (NAC) would be exceeded for the land uses in the project area. Existing land uses near the bridge are Category B (picnic areas, recreation areas, parks, active sports areas, etc.) or undeveloped lands. Informal recreation, such as fishing or picnicking, currently takes place on the existing FAP 84 right- of-way adjacent to the river.

The noise analyses assumed a soft site with level terrain (usually the worst situation for noise transmission), travel speeds of 40 and 50 miles per hour, and a design hourly volume of 130 vehicles. Based on these assumptions, calculations were made to determine the distances from the edge of the roadway at which various NAC levels would be exceeded.

Noise calculations for current traffic conditions indicated that the NAC for Category B land uses may be exceeded at locations within 50 feet of the roadway edge. Similar analyses for design year traffic indicates that little or no change over existing noise levels is expected for any of the build alternatives. The improved alignments of Alternatives 1 and 3 may tend to reduce noise levels near the bridge since less acceleration/deceleration will be required to negotiate the curves on the approaches to the crossing. The proposed 160-foot-wide right-of-way corridor will ensure that Category B land uses or activities are not undertaken within the areas where NAC may be exceeded.

I. Water Quality Impacts

The high water quality of the Madison River is well founded through its designation as a "blue-ribbon stream", indicating that is possesses important habitat for fish and supports an abundance of aquatic insects. Other water quality standards have been adopted by the Montana Department of Health and Environmental Sciences (MDHES) which establish maximum allowable changes in water quality and establish limits for pollutants which affect beneficial uses of state waters. MDHES has classified the water quality of the Madison River as B-1. Specific water quality parameters for this classification may be found in ARM 16.20.618 (9/30/80). This classification identifies the uses for which water quality must be maintained but does not provide comparative ranking of state waters and has no direct relationship to the "blue-ribbon" designation.

The Madison River is not part of the National Wild and Scenic Rivers System.

The proposed project will require work in the river including minor encroachments for approach fills and riprap, construction of bridge piers, and placement of temporary work bridges as needed for the contractor's activities. The stream bank vegetation at the crossing site will be disrupted by all construction alternatives. This loss of vegetation could affect the stability of stream banks and introduce sediments into the river. MDOH will ensure that the provisions of Section 610 (Topsoiling, Seed-

ing and Fertilizing, and Mulching) of its Standard Specifications for Road and Bridge Construction are employed to minimize potential impacts from the loss of vegetation.

The proposed crossing of the Madison River is below its headwaters point and will require a permit pursuant to Section 404 of the Clean Water Act. MDOH will identify all highway construction activities subject to Section 404 and will determine the type of permit (Individual, Nationwide, Regional, or General) necessary for the action. MDOH will attempt to design a replacement structure that will meet the criteria for a Nationwide 404 permit; however, the agency cannot assure that such a permit will be applicable at this stage of the project. MDOH is responsible for obtaining the required authorization from the Department of the Army, Corps of Engineers (COE). Correspondence with the U.S. Fish and Wildlife Service (USFWS) and the COE indicates that both agencies must conduct detailed reviews of plans for the project before the issuance of the appropriate 404 permit.

Highway projects involving point source discharges during construction are subject to the permit requirements of the Montana Pollutant Discharge Elimination System (MPDES). Bridge replacements may require a MPDES permit due to the need for dewatering during the construction of bridge piers and abutments. The permit, issued by MDHES, establishes allowable limits on turbidity and other pollutants generated by construction activities. Additionally, the permittee must monitor water quality and provide MDHES with the results of such testing. Other construction activities such as placement of riprap are generally not considered as point source discharges and do not require a MPDES permit; however, the authorization for temporary increases in turbidity must be obtained from MDHES. FWP has been designated to grant this authorization of behalf of MDHES.

None of the build alternatives are expected to cause major increases in the amount of pollutants transported to the Madison River by stormwater run-off since the new roadway will not employ a curbed shoulder, will not be substantially wider or longer, and will not carry higher traffic volumes than the existing facility. The FHWA model commonly used to predict pollutant types and concentrations in stormwater run-off does not consider highway width as significant, but does use highway length, shoulder design (curbed or uncurbed), and average daily traffic as primary inputs.

The proposed action will require the installation of piping to maintain the surface drainage course of Cold Spring Creek. Drainage of this intermittent creek, located immediately west of the existing bridge, will be assured through the use of properly designed and placed culverts.

Maximum consideration will be employed in the design to ensure that the bridge and its approaches maintain the natural values and recreational uses of the river. Consideration will be given to reducing the number of piers in the river by maximizing bridge spans and to scheduling construction for periods when the fewest con-

flicts with floaters and fishermen can be expected. The USFWS has recommended that the project be designed to minimize the placement of fill below the ordinary high water elevation.

An irrigation ditch located along the east bank of the Madison River will be affected by the proposed action. The ditch transports water through BLM lands to private property one-half mile downstream from the existing bridge. The BLM attempted to close the ditch in the mid-1970's but discovered that the property owners held a valid right to water transported in the ditch.

Alternative 3 and the "no-build" alternative will not affect the irrigation ditch; however, the alignments of Alternatives 1 and 2 will cross the ditch and may require minor channel changes or other modifications. The proposed project will include the construction of all modifications or structures necessary to maintain the flow of irrigation water to the nearby private property.

J. Permits

Based on coordination with regulatory agencies, the following permits must be obtained prior to construction of this project.

- Section 404 Permit - A permit regulating the discharge of dredged or fill material into waters of the United States is required under the provisions of Section 404 of the Federal Clean Water Act. Documentation and design plans must be submitted to the U.S. Army COE to determine the type of Section 404 permit required for the project.

- Air Quality Permit - The suppliers of asphalt materials and crushed rock needed for construction must have an air quality permit from the MDHES Air Quality Bureau.

- DSL Land Use License - The Montana Department of State Lands (DSL) will require MDOH to obtain a land use license and a permanent right-of-way for the final bridge since the State claims ownership of the bed of the Madison River.

- Water Quality Certification - Section 401 of the Clean Water Act requires that the MDHES Water Quality Bureau assure that the proposed discharges comply with specific standards before a federal permit can be issued. This certification is tied to the Section 404 permit process, and in most cases, MDHES will automatically endorse water quality.

- FG 124 Permit - The Montana Stream Protection Act contains measures to ensure that the fish and wildlife resources of Montana's waters are protected and preserved. The Act requires that FWP be

notified of planned construction which may alter or affect any stream, streambank, or tributary. A FG 124 permit from FWP will be required for this project.

- Temporary Water Use Permit - The Montana Water Use Act requires that a temporary water use permit be obtained from the Department of Natural Resources and Conservation, Water Resources Division if water is needed for dust control or other construction-related purposes.

- 3(a) Authorization - Under the conditions of the Montana Stream Preservation Act, MDHES may authorize short-term exemptions from surface water quality standards as necessary for most construction activities in or along streams. The FWP screens projects for MDHES and can make the determination that short-term increases in turbidity are not significant. The contractor is generally responsible for obtaining this authorization.

- Memorandum of Agreement and Authorization (MAA) - This agreement, between the FWP and MDOH, stipulates the provisions that will be used to maintain the quality of streams and the fisheries affected by highway-related construction. The MAA is intended to document compliance with the Montana Stream Preservation Act.

K. Wetland Impacts

The drainage course of Cold Spring Creek joins the Madison River immediately southwest of the existing bridge. This intermittent stream passes through a low area of MDOH right-of-way, approximately 0.25 acres in size, adjacent to the river. This depositional area contains a sedge (Carex spp.) and grass component with interspersed shrubs. The wetland is infrequently flooded by run-off from Cold Spring Creek which is piped under FAP 84 by a 72" culvert. The wetland provides little, if any, habitat for waterfowl, fur-bearing mammals, fishes, or large game animals.

Construction of the project will fill in most of this small wetland area. Modifications to the alignment of the stream channel and new piping for Cold Spring Creek will be necessary to maintain surface drainage. The construction of this project will create a replacement wetland area on MDOH right-of-way that will be similar in size and character to the one impacted by construction. Unavoidable wetland impacts will be mitigated following the procedures outlined in the proposed Montana Interagency Wetlands Group Memorandum of Understanding: "Management and Mitigation of Highway Construction Impacts to Wetlands in the State of Montana."

L. Water Body Modification and Wildlife Impacts

1. Fish

The fishery in the Madison River has been classified as an outstanding resource by the Montana FWP. This reach of the Madison possesses important habitat for fishes of special concern (i.e. native fishes found in limited numbers and/or limited number of waters) and is valued for its important spawning habitat, fish abundance and size, esthetic qualities and its recreational opportunities. Game fish present in the river include rainbow and brown trout, mountain whitefish, and arctic grayling (a Montana species of special concern).

The adverse impacts to fishery resources that could occur from this project are associated with construction and restoration activities. If sediments are introduced to the stream during and after construction, water temperature may be increased and fish eggs and aquatic insects may be harmed. MDOH construction specifications will ensure that disturbed areas are promptly revegetated and sediments or other pollutants are prevented from entering the stream.

2. Wildlife

The only wildlife species observed during a site reconnaissance in June, 1987 were bird species, including black-capped chickadee, cliff and rough-winged swallow, yellow and yellow- rumped warbler, belted kingfisher, American robin, mallard, and common merganser. Big game species expected to occur in the Bear Trap Canyon include mule and white-tailed deer, elk, black bear, and occasionally mountain lion. Bighorn sheep occasionally occur near the south end of the Bear Trap Canyon.

A publication by Dennis Flath (1984) names various species of wildlife (by county) and birds (by latilong) considered to be of special interest or concern in Montana. Nine species of mammals, no reptiles, and one amphibian are listed for Madison County. Twenty-five species of birds are identified for the latilong that includes the project area.

Impacts to wildlife resources in the project area will be associated with construction and site reclamation activities and will be essentially the same for all construction alternatives. The primary impact would be the temporary loss of habitat for some birds and small mammals which use riparian vegetation. Deer and possibly elk or black bear may be temporarily displaced by noise and construction activities. Only minor, short-term impacts on local wildlife are expected to occur as a result of this project.

M. Floodplain Impacts

Flood regulation on this reach of the Madison River is provided by Hebgen Dam and its impoundment and Ennis Lake. There are no designated floodplains in the project area. Madison county is not enrolled in the National Flood Insurance Program, so "local" permits will not be necessary for the stream crossing or floodplain encroachments.

Alternatives 1 and 2 will not require any longitudinal encroachments, however, approach construction for Alternative 3 is likely to produce such encroachments on the Madison. All other encroachments necessary for the construction of the bridge approaches will be minor. The sites considered for river crossings are generally located where the Madison has a narrow, well-defined channel and a minimal amount of adjacent flood-prone area. Any floodplain impacts that occur will be short-term and related to construction.

Bridge piers will be designed to minimize the effects of backwater. Design considerations based on site constraints, such as winter ice flows, grades, and skew, will minimize the potential floodplain impacts of the project.

N. Threatened or Endangered Species Impacts

1. Plant Species

No species of threatened or endangered plants that are listed or proposed for listing are located in Montana. The Montana Natural Heritage Program has identified 366 plants of special concern in Montana, 110 of which occur in southwest Montana. Due to the habitat requirements of these species, none are likely to occur near the Madison River bridge. Therefore, no impacts to threatened or endangered plant species or plants of special concern are expected.

2. Wildlife Species

The bald eagle, peregrine falcon, whooping crane, Rocky Mountain wolf, and black-footed ferret are listed as endangered species. Bald eagles winter along the Madison River and known nesting sites occur within 15 miles of the bridge site. Peregrine falcons are not believed to use the Madison Valley for nesting; although, occasional sightings of migrant peregrines have been recorded. Whooping cranes have not been observed in the Bear Trap Canyon, but have been seen less than 100 miles away in extreme southwest Montana. Wolves have been reported in this portion of the state, but there have been no recent sitings in or near the project area. There have been no observations of black-footed ferrets or evidence of their existence in the Madison River drainage.

The grizzly bear is classified as a threatened species. Grizzly bears are occasionally observed in the Madison Range, but have not been reported in this section of the Bear Trap Canyon.

There will be no adverse impacts to threatened or endangered species as a result of this project since known species are migrants and no critical habitat will be disturbed. The impacts to wildlife habitat will be confined to the right-of-way and to construction staging areas. These temporary, construction-related impacts will be mitigated through prompt revegetation of disturbed lands.

O. Historical and Archaeological Preservation

The Montana Historical Preservation Officer, BLM archaeologists, and the MDOH anthropologist were consulted regarding the presence of historic or archaeological sites near the Madison River bridge. Based on these consultations, seven sites were identified in the general area of the project. Five sites are located proximate to the alternative alignments considered for this action. These sites are briefly described below. Only two of the sites have been determined eligible for the National Register of Historical Places; however, SHPO has indicated that 24MA227 and 24MA235 may be eligible, either individually or as part of a proposed archaeological district.

- 24MA225 - The site is a large tipi ring/habitation area located on the east bank of the Madison River on both sides of FAP 84. The site has an extremely high density of tipi rings, cairns, circular stone "hearths," and stone artifacts. Historic features and artifacts relating to the Madison River Toll Bridge Complex may also be present in this site. 24MA225 has been recommended for inclusion on the National Register under Criterion d.

- 24MA226 - The site is located in an informal camping and picnicking area south of the Red Bluff Campground. 24MA226 has yielded some lithic materials and contains tipi rings; but, it has lost its integrity due to modern use. This site is not eligible for the National Register.

- 24MA227 - This small site is located on the east bank of the Madison River in the vicinity of the proposed Red Mountain Campground. The area contains tipi rings and various lithic materials. A Consensus Determination of Eligibility for the National Register has not been requested or reached at this time for 24MA227.

- 24MA235 - This site is located along the west bank of the Madison south of the existing bridge. 24MA235 appears to be a ringless habitation site and contains a variety of important lithic materials. A Consensus Determination of Eligibility for the National Register has not been requested or reached at this time for 24MA235.

- 24MA557 - The site is located on the west side of the river immediately north and south of the existing bridge. The site contains buried materials, suggesting an antelope/bison kill or processing area, and the remains of a historic toll bridge and a small community. 24MA557 is an important archaeological/historical resource and is eligible for the National Register under Criteria a and d.

The existing Madison River bridge (Cat. III, #301) was recorded during the Historic American Engineering Record (HAER) Montana Bridge Inventory of 1981. This inventory was prepared by U.S. Department of the Interior (DOI) for MDOH in cooperation with FHWA. The bridge was classified as Category III which includes those structures not eligible for listing in the National Register.

The impacts to the important archaeological and historical resources of the Madison River bridge area vary by alternative and by the significance of the affected resource. Detailed descriptions of each site, the potential impacts of each alternative, and mitigating measures are discussed in Part IV: Section 4(f) Evaluation.

P. Construction Impacts

Construction impacts are typically limited in duration and localized to the area of activity. Adverse impacts resulting from construction are expected to be minor and readily mitigated through planning and the use of specified or standard construction procedures. Construction impacts and appropriate mitigation measures have generally been discussed for each impact category identified in the preceding sections of this document. Other construction impacts which may be important to this project are summarized below.

- Detours/Traffic Control - The construction of the new bridge and its approaches will primarily occur away from the existing bridge and FAP 84; however, the proposed alignment will require that the existing roadway be crossed in one location and reconstructed at the beginning and the end of the project. Traffic will be maintained on the existing facility but will be controlled as per Part VI of the Manual on Uniform Traffic Control Devices (MUTCD) and Section 618 of MDOH's Standard Specifications for Road and Bridge Construction.

- Staging Areas for Construction Activities - A staging area for parking equipment and stockpiling materials must be located near the project area. The BLM will be consulted to determine a site for construction staging that will not impact the archaeological, historical,or recreational resources of the Bear Trap Canyon. The proposed staging area will be restored to the satisfaction of the BLM after construction is completed.

- Visual Impacts - The existing bridge and its piers will be removed upon the completion of the new bridge and its approaches. Existing portions of FAP 84 that are not part of the new alignment will be stripped of pavement, revegetated with native grasses, and provided with noxious weed control. These measures will restore a natural appearance to the old right-of-way. Restoration of the old roadway will be performed to the satisfaction of the BLM.

- Utilities Impacts - The proposed construction will conflict with buried and aerial telephone lines in the existing right-of-way. A 25-pair underground telephone cable is trenched along the north side of the existing FAP 84 alignment and an aerial line crossing has been installed on the existing bridge. Three Rivers Telephone Co-op of Fairfield, Montana was contacted regarding these conflicts and did not object to the proposed action. The necessary cable relocations may require the telephone cooperation to place underground cables within the new project right-of-way or to secure new right- of-way.

- Recreational Impacts - Recreational impacts of the proposed project are discussed at length in Part IV: Section 4(f) Evaluation.

PART IV: SECTION 4(f) EVALUATION

A. Purpose and Requirements

Section 4(f) of the 1966 U.S. Department of Transportation Act (49 U.S.C. 303) states that "special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) requirements are applicable if a proposed roadway project:

- "Requires the use of publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge, or of national, state, or local significance, or land of an historic site of national, state or local significance."

Additionally, the requirements of Section 4(f) are stated in 23 CFR Subsection 771.135(a) as follows:

"The Administration may not approve the use of land from a significant publicly owned public park, recreation area or wildlife and waterfowl refuge or any significant historic site unless a determination is made that:

(i)There is no feasible and prudent alternative to the use of land from the property; and

(ii)The action includes all possible planning to minimize harm to the property resulting from such use."

The purpose of the following parts of this Section 4(f) evaluation is to identify affected and potentially affected properties, assess the impacts of each alternative on the properties, and demonstrate that the project complies with the requirements of Section 4(f) of the DOT Act and Section 106 of the National Historic Preservation Act.

B. Proposed Action

The Montana Department of Highways (MDOH) proposes to improve Federal Aid Primary Route 84 (FAP 84) in Madison County by constructing a new bridge across the Madison River near Milepost 7.9, some eight miles east of Norris. The location of this project is shown in Figures 1 and 2 of Part I of the Environemntal Assessment. The proposed project consists of replacing the existing narrow bridge with a new 36-foot-wide structure designed to accommodate a wider two-lane road. The project will also include the construction of necessary approaches to the new structure. The approaches will provide a 28-foot-wide paved surface (12-foot-wide lanes

and 2-foot-wide shoulders) and will be constructed on a subgrade designed to accommodate future widening to 36 feet.

The project is necessary because the existing steel-truss bridge (constructed in 1922) has substandard clearances and sharp curves on the approaches to the structure. The restricted clearances, poor horizontal alignment of the approaches, and significant recreational traffic volumes have combined to produce an abnormally high accident rate for this primary road section. The wider bridge and improved approach alignment will make this portion of FAP 84 safer. A complete description of the project and the need for the action are contained in Part I of the Environmental Assessment that accompanies this document.

MDOH examined three bridge and alignment options for the project as shown in Figure 6. Additionally, the "no-build" alternative was considered for the proposed action. Based on detailed evaluations of each alternative, MDOH selected Alternative 1 as its preferred alternative for the project. The reasons for MDOH's decision are discussed in Part II of the Environmental Assessment.

C. Section 4(f) Properties

The project area is rich in both recreational and cultural resources. These resources are located on lands administered by the U.S. Department of the Interior, Bureau of Land Management (BLM) and MDOH. The resources include: the Bear Trap Recreation Area, numerous archaeological sites, and the remains of a historic bridge and townsite. The entire project area with the exception of the existing highway right-of-way lies within the BLM's Bear Trap Recreation Area, a Section 4(f) property. Historical and recreational properties that may be affected by the proposed action are marked by an asterisk and shown in Figure 6. It should be noted that site 24MA227 is incorrectly placed on Figures 6 and 9. The correct location of the site in on a river terrace some 100 feet northeast of the area depicted in both figures. The graphics were not revised because the proposed action will not affect 24MA227. Photographs of important 4(f) properties are shown in Plate 1.

1. Bear Trap Recreation Area*

The Bear Trap Recreation Area is a loosely defined group of recreational sites adjacent to the Madison River and the Bear Trap Canyon Primitive Area. The specific properties in the Recreation Area affected by this project includes the existing Red Bluff Campground, the proposed Red Mountain Campground, and numerous informal recreation sites along the Madison River.The most recent (1983) BLM information on visitation for the Bear Trap Canyon Recreation Areas indicates that more than 14,500 recreational visits occur each year.[1] The BLM has indicated that the Bear Trap Recreation Area is of "national, state, and local significance due to the level of use by residents and nonresidents; the level of facility development (access and recreation facilities); the national reputation of the Madison River; the access

SECTION 4(f) PROPERTIES

Madison River Bridge

Madison County, Montana

BRF 84-1(3)8

FAP 84

East of Norris

*DENOTES SPECIFIC 4(f) PROPERTIES IN THE BEAR TRAP RECREATION AREA THAT MAY BE AFFECTED BY THE PROPOSAL

RPA Robert Peccia & Associates Helena, MT

FIGURE 6

PHOTO 1 - View of west bank area immediately north of the existing bridge. This area contains a boat ramp (located to the right of the trees), the Madison River Toll Bridge, and the Lewis townsite (part of 24MA557).

PHOTO 2 - This river terrace will eventually be the location of the BLM's new Red Mountain Campground. The new facility will include individual and group camping and picnic sites.

PHOTO 3 - The Red Bluff Campground and day use area is located southeast of the existing bridge. Overnight camping facilities will be relocated to the BLM's nearby Red Mountain Campground. The day use area at this location will be revamped in the future.

PHOTO 4 - The west bank area, south of the bridge, is extensively used for informal recreation, picnicking and fishing. The area is also part of 24MA235, an archaeological site that is eligible for the National Register.

SECTION 4(f) PROPERTIES
BRF 84-1(3)8

PLATE 1

to the Bear Trap Canyon Primitive Area; and the significant cultural resources located throughout the area."[2]

a. Red Bluff Campground*

The Red Bluff Campground is located immediately southeast of the existing bridge as shown in Figure 6. The site is accessed from FAP 84 via the road to the Bear Trap Canyon Primitive Area. This facility encompasses approximately 30 acres and includes a day-use area and campground. The day-use area contains 14 picnic sites, grills, well, and sanitation facilities. The campground was originally developed for 22 campsites; however, the low amount of overnight use has prompted the closure of 11 campsites. The BLM indicates that the existing facility is not a desirable camping area due to a lack of trees and extremely rocky ground which discourages tent camping. The BLM recorded 2,925 recreational visits to this site during 1983[1].

The BLM plans to convert Red Bluff Campground to a day-use only facility when a new campground is developed on a nearby river terrace. Figure 7 presents the BLM's conceptual sketch of the proposed day-use area.[3]

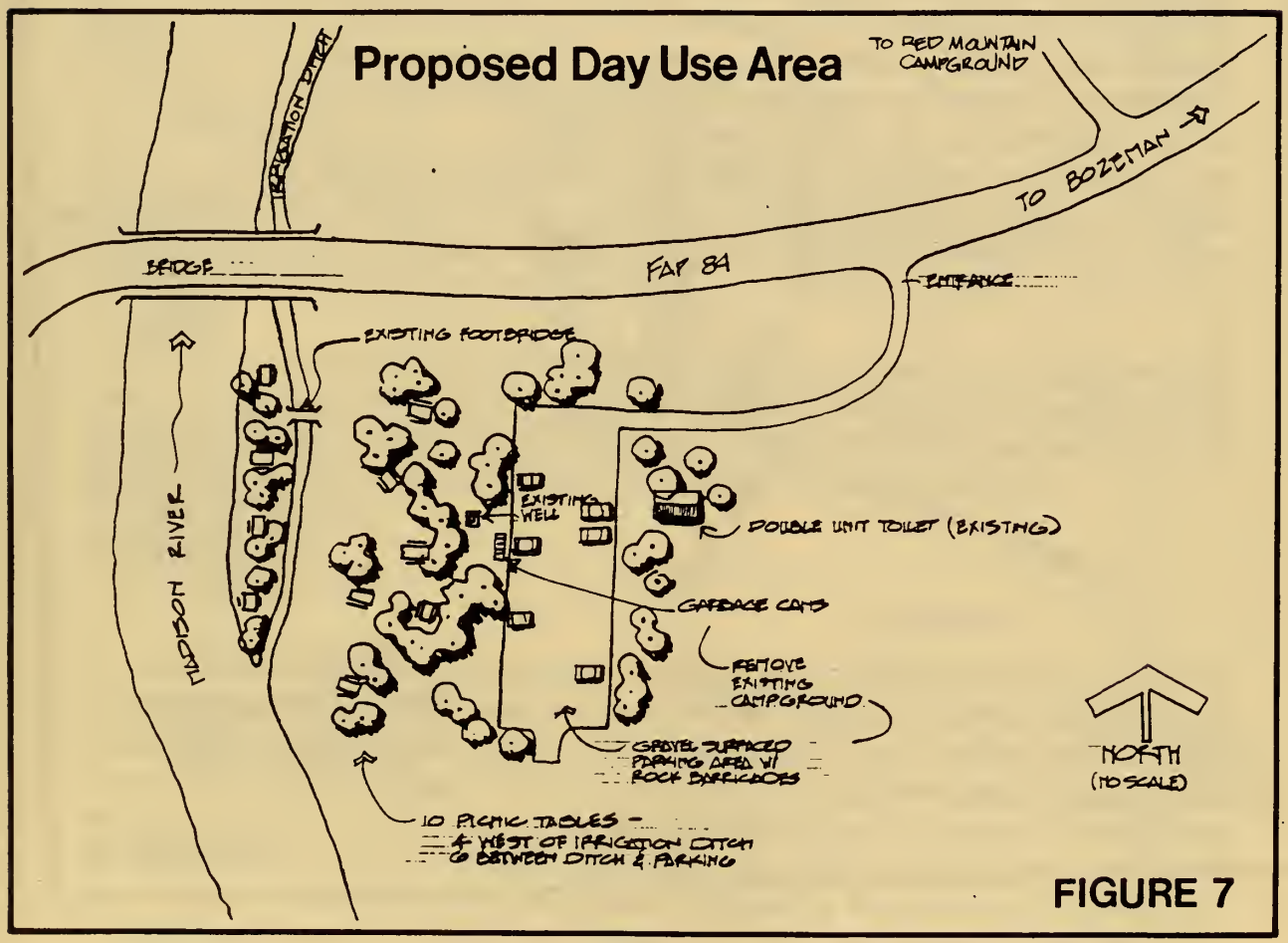
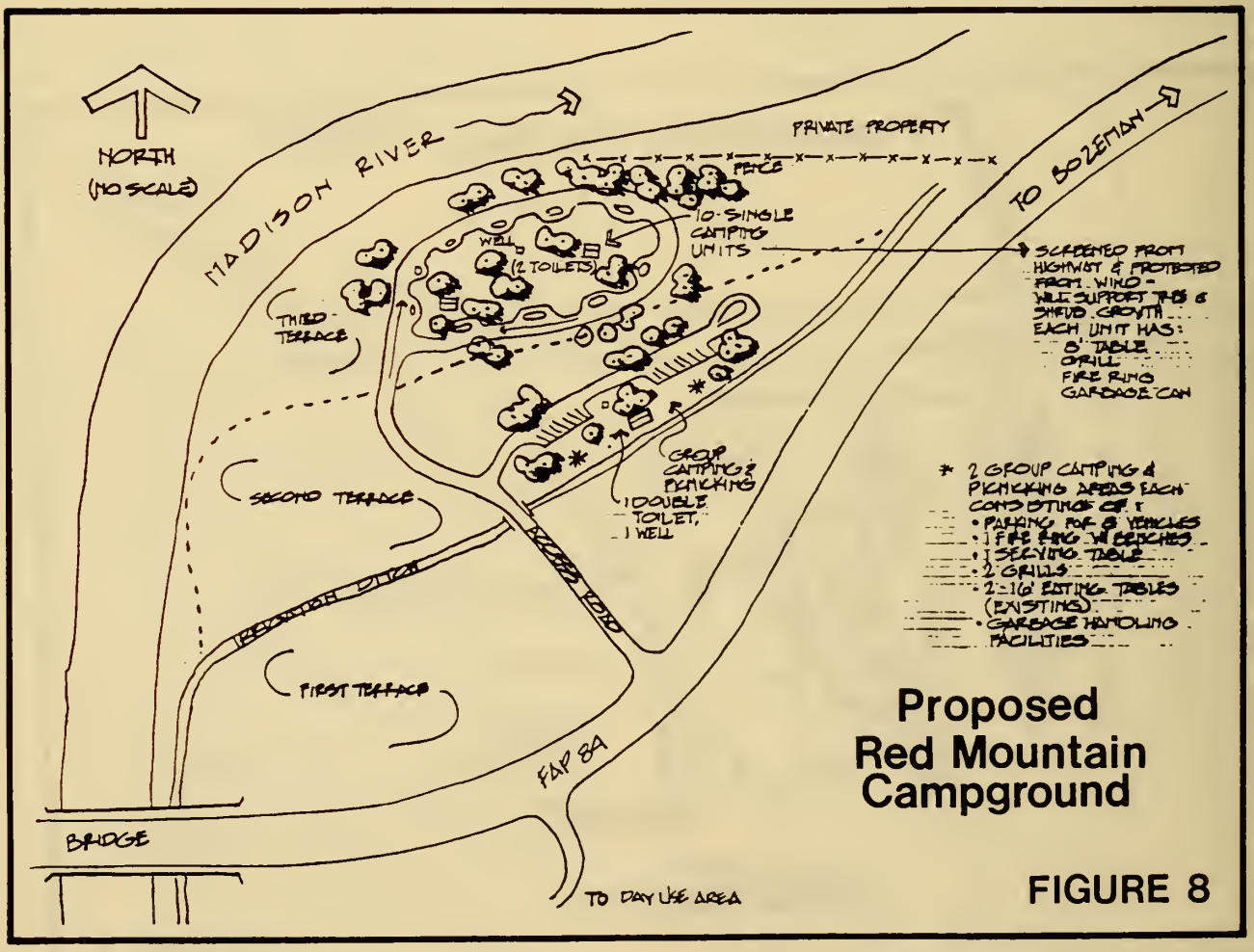


FIGURE 7

b. Red Mountain Campground*

The BLM intends to construct a new campground on a 22-acre site located along the east side of the Madison River. As shown in Figure 6, the proposed Red Mountain Campground will be located about one-quarter mile downstream from the existing bridge and will be accessed from FAP 84 by a new road. The facility will include a 10-unit campground with parking, picnic tables, garbage cans, fire pits, and grills at each campsite. A double-unit toilet and a well will be installed to serve the camping loop. Additionally, group camping areas will be provided that will include a double-unit toilet, a well, parking, cooking grills and tables. The BLM's concept of the new Red Mountain Campground is shown in Figure 8.[4]

The BLM's overall intentions for this proposed facility are to provide high-quality camping opportunities for its users and to maintain the scenic values of the Madison River corridor. Natural shrubs and trees will be supplemented with plantings to screen the river, the campground, and individual camping sites.



c. Informal Recreation Sites*

Numerous informal recreation sites are located adjacent to the Madison River on BLM land and the existing highway right-of-way. The most prominent of these sites are identified in Figure 6. None of the areas have been developed for specific types of recreation so there is unrestricted use of these sites by fishermen, campers, and picnickers. The BLM has expressed concerns over impacts to the riverside environment from indiscriminate vehicle and human use. Erosion of river banks, deposition of human wastes, and the creation of an extensive road network has occurred in many of these sites. The BLM feels that a lack of desirable overnight camping facilities in the Bear Trap Canyon is a major reason for the overuse of riparian lands.

A boat launching/take-out ramp is located on the west bank of the Madison River immediately north of the bridge. The boat ramp receives heavy use by fishermen and recreational floaters during the summer months.

2. Archaeological Resources

The Bear Trap Canyon contains numerous archaeological/cultural resources due to an extensive history of habitation by native Americans and pioneers. The BLM, through its own efforts and contracted services, has identified and researched numerous archaeological sites in the project area. Three of these sites are significant enough to be eligible for inclusion on the National Register of Historic Places. The BLM plans to recommend sites 24MA225, 24MA235, and 24MA557 for inclusion in the National Register as part of a thematic district featuring the Bear Trap Canyon. To date, Consensus Determinations of Eligibility for the National Register exist only for 24MA225 and 24MA557. These archaeological sites are described below and shown in Figure 6.

It should be noted that although archaeological sites will be impacted by the alternatives under evaluation, they are not considered to be Section 4(f) properties since they are "important chiefly because of what can be learned by data recovery and have minimal value for preservation in place" [23 CFR 771.135(g)(2)].

a. 24MA225

24MA225 is a large tipi ring/habitation area located on a gravel terrace east of the Madison River. The site occupies most of the lands adjacent to the existing bridge including the Red Bluff Campground and contains tipi rings, cairns, circular stone hearths and stone artifacts. The rocky nature of the terrace surface makes it difficult to identify stone features; however, archaeologists have examined the area located north of FAP 84 and determined that it contains a very high concentration of artifacts. Some 80 tipi rings have been mapped in this portion of the site. Archaeologists have concluded that 24MA225 is one of the richest of the 165 docu-

mented ring sites in the Bear Trap Canyon and has been determined eligible for the National Register under Criterion d.[5,6] This site may also contain historical features and artifacts relating to the Madison River toll bridge.

b. 24MA235

This site is located along the west bank of the Madison River, south of the existing bridge. 24MA235 appears to be a ringless habitation area with shallow campsites. Artifacts have been observed on the surface and excavation has yielded bison and antelope bone and artifacts dating to the Late Prehistoric Period. These buried materials suggest that the site may have been used as a "kill area" by prehistoric inhabitants. Its archaeological features are significant enough to merit a nomination to the National Register, although a Consensus Determination of Eligibility for the National Register has not been requested or reached at this time.

c. 24MA557

24MA557 is located on an alluvial terrace on the west bank of the Madison River, immediately north and south of the exiting FAP 84 bridge. This site has produced evidence of long-term occupation and use as a bison kill or processing area. Artifacts have been discovered on the surface, but the most significant ones have been found in the exposed river bank and through the excavation of test units. Archaeologists have concluded that the density of artifacts is relatively high in 24MA557. The density of bone excavated at this location ranked the highest of all sites tested in the Bear Trap Canyon. The historic component of this site is discussed in the following section. 24MA557 has been recommended for inclusion in the National Register under Criteria a and d.[6]

3. Historical Resources

The project area also contains historic properties that are significant to the settlement of southwestern Montana. The Madison River Toll Bridge and the remnants of Lewis, a pioneer settlement, are located just north of the existing FAP 84 bridge. The BLM has developed an exhibit near the toll bridge and townsite which conveys a brief history of these properties. These sites are described in the following text and are shown in Figure 6.

a. Madison River Toll Bridge*

The Madison River Toll Bridge was constructed in 1867 and operated until its abandonment in 1890. The bridge provided the only viable crossing for wagon traffic and was heavily used by immigrants and miners who settled the Madison and Gallatin Valleys. The structure was operated as a toll bridge until 1884 when it was sold to Madison County. The bridge was constructed of timber stringers and spans placed

on piers made from rectangular, log pens filled with river cobbles. Remnants of two bridge piers are still visible.

The Madison Toll Bridge has maintained a significant amount of historic value due to its research potential for archaeologists and social historians. The site has both local and state significance since it was one of the first permanent bridges in the Montana Territory. The site is clearly eligible for the National Register.

b. Lewis Townsite*

The operation of the Madison River Toll Bridge provided the impetus for the development of a small community adjacent to it. The community was founded by the initial owners of the toll bridge and flourished during the late 1870's and early 1880's. Researchers of the townsite have speculated that as many as 50 dwellings may have existed in Lewis during the 1880's. The community began its decline in 1890 when another bridge was constructed upstream and was completely abandoned by 1895.

Archaeologists have conducted excavations in the site (a part of 24MA557) and discovered rock foundations, a historic roadbed, and other artifacts. Similar historic features or artifacts related to the toll bridge complex may exist on the east side of the river in 24MA225. This site has qualified for the National Register because of its historic remains.

c. Existing Madison River Bridge (Cat. III #301)

The existing Madison River bridge was originally constructed over the Madison at Three Forks in 1922 but was relocated to its present site in 1952 during the improvement of FAP 84. The structure was investigated and recorded by the DOI in 1981 during the Historic American Engineering Record (HAER) inventory of bridges in Montana. The DOI placed the bridge in Category III of the inventory which includes those structures not eligible for the National Register. Based on the DOI's research, MDOH and SHPO concluded that the existing Madison River bridge is not a significant historical resource.

D. Impacts to Section 4(f) Properties

Three alignments and bridge locations have been identified as the "build" alternatives for this project. All of the build alternatives will impact recreational and/or archaeological sites as shown in Figure 9. The impacts of the proposed action will vary by alternative and by the significance of the affected 4(f) properties. The removal of the existing bridge and the restoration of the abandoned right-of-way will be included with all build alternatives.

The following narrative examines the impacts to Section 4(f) properties that may result from the construction of the preferred alternative (Alternative 1) or other alternatives under consideration. It should be noted that although archaeological sites are not considered 4(f) properties, potential impacts to each site will be briefly discussed since these resources are important features of the Bear Trap Canyon Recreation Area.

1. Impacts of the Preferred Alternative (Alternative 1)

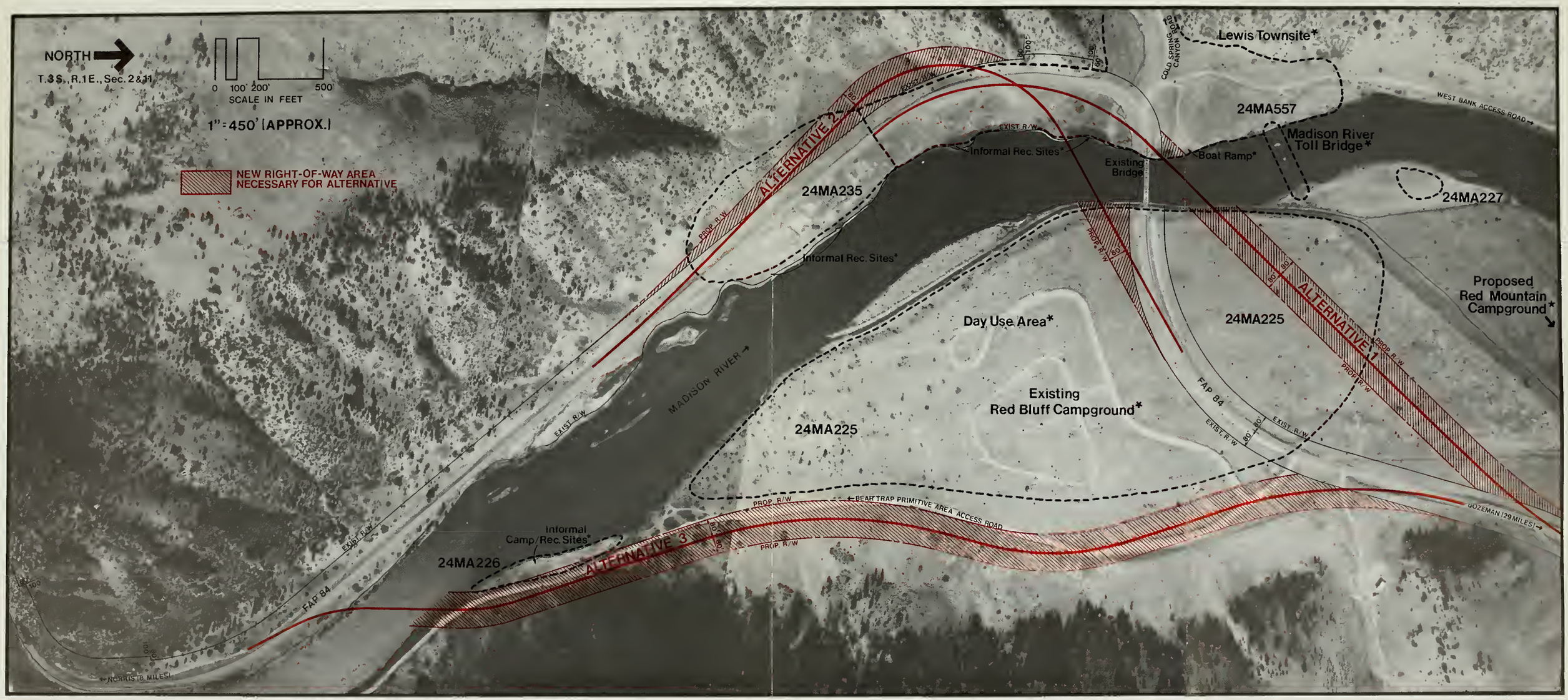
a. Impacts on Recreational Resources

The construction of this alternative requires approximately 4.64 acres of new right-of-way through the Bear Trap Recreation Area near the existing Madison River bridge. None of the new right-of-way would be taken from lands formally designated for recreational uses. The proposed alignment crosses an area on the west side of the Madison, south of the bridge that is used during the summer by fishermen and picnickers. This informal recreation area is located in riparian lands that have been extensively impacted by off-road vehicle traffic and other uses. A large culvert must be installed in this impacted area to maintain the drainage of Cold Spring Creek. Other informal recreation sites on the west bank of the river would be unaffected by the proposed alignment.

The construction of the preferred alternative will also impact the existing gravel-surfaced road that provides general access to the west bank of the Madison River. The approach for this road, located immediately west of the existing bridge, must be relocated to provide adequate sight distance. The relocation of this approach will require the construction of some 200 feet of road to connect the new alignment of FAP 84 with the existing gravel-surfaced access road.

A boat ramp, located northwest of the bridge, may be slightly affected by the preferred alignment since the proposed right-of-way will include a small portion of the area used for loading and unloading boats. The ramp is in a naturally occurring, low spot adjacent to the river and has been developed through continued use. The placement of the west bridge abutment or bridge piers may effect this ramp through minor changes in channel hydraulics near the take-out point. Use of the ramp may need to be periodically suspended during bridge construction to ensure the safety of floaters. Adjacent riverbank areas are low and provide many alternate launching or take-out points both up and downstream from the ramp. The inconveniences to recreational boaters should be minor and only temporary.

The proposed alignment of this alternative would place FAP 84 further away from the Red Bluff Campground than the present road. The existing highway is located approximately 400 feet north of the campground; however, construction of the preferred alternative will place the new roadway 700 to 1000 feet north of the facility.



IMPACTS TO 4(f) PROPERTIES

Madison River Bridge

Madison County, Montana

BRF 84-1(3)8

FAP 84

East of Norris

* DENOTES SPECIFIC 4(f) PROPERTIES IN THE BEAR TRAP RECREATION AREA THAT MAY BE AFFECTED BY THE PROPOSAL

RPA Robert Peccia & Associates Helena, MT

FIGURE 9

The new alignment may reduce vehicle noise and make the campground slightly more desirable for day-use activities.

Conversely, this alternative will move FAP 84 closer to the site of the proposed Red Mountain Campground. The existing alignment is located some 1200 feet east of the proposed facility. The preferred alignment will place the road approximately 400 to 500 feet east of the new campground. Analyses indicate that FHWA noise abatement criteria [67 dBA Leq(h) for recreation sites] will be exceeded by design year traffic only in areas less than 72 feet from the edge of the new road. Since the proposed campground will be located at least 400 feet from the road edge and situated on a terrace some 15 feet below the elevation of the new roadway, highway noise is not expected to impact users of the new Red Mountain Campground.

The construction of the preferred alternative will require that the access road to the Bear Trap Primitive Area be extended 650 feet to join the new alignment of FAP 84. The new approach for the Primitive Area access road will be located directly opposite of the new approach for the proposed Red Mountain Campground. This intersection will be placed in an area where acceptable sight distances can be provided. The development of a standard, four-way intersection will minimize potential conflicts between through and recreational traffic.

b. Impacts on Archaeological Resources

The preferred alternative will affect two archaeological/cultural sites that are eligible for the National Register. The new right- of-way for this alternative will take 158,000 square feet (3.63 acres) from 24MA225 and 245,500 square feet (5.63 acres) from 24MA557. The proposed 160-foot-wide right-of-way corridor will include an area (5,250 square feet or 0.12 acres) that has been tested and shown to contain a high concentration of artifacts, stone features, and numerous tipi rings. Archaeologists have indicated this portion of 24MA225 has a lithic density that is substantially higher than other excavated sites in the Bear Trap Canyon. Other documented features of 24MA225 will be unaffected by the proposed alignment. The new approaches and access road construction for the Bear Trap Primitive Area and the proposed campground will be located beyond the boundaries of 24MA225.

Nearly all of the 5.63 acres needed for right-of-way through 24MA557 is currently owned by MDOH; therefore, only 0.20 acres of additional right-of-way will be needed from the site. The additional right-of-way will be taken from the west bank of the river immediately north of the existing bridge. The proposed alignment passes through a part of 24MA557 south of the existing bridge where archaeologists have discovered animal bones and cultural materials. This west bank area was not designated as part of 24MA557 until the results of 1987 site excavations were available. This riverbank area has been extensively disturbed by informal recreational uses and vehicles.

24MA235 will be unaffected by the preferred alternative since road construction will occur over the existing roadway.

c. Impacts on Historic Resources

The alignment of the preferred alternative will be located in portions of 24MA557 and 24MA225 that may contain features related to the Madison River toll bridge complex. Ken Karsmizki (Curator of History at the Museum of the Rockies at Montana State University) has researched 24MA557 north of the bridge and believes that features associated with the toll bridge settlement also may be present south of the bridge between the highway and the river. Additionally, he suggests that foundations, artifacts, and the roadbed which led to the toll bridge may exist on the east side of the river in 24MA225. Karsmizki has not performed test excavations in either of these areas, however, the archaeologist has indicated that the features are visible on the surface. The MDOH archaeologist conducted a field survey of the unexcavated portions of 24MA557 and 24MA225 during June, 1988. This examination of the proposed alignment did not identify any features on the surface of the area needed for new right-of-way.

The preferred alignment will also require the construction of new approaches and gravel-surface roadways in both 24MA557 and 25MA225. This construction may be located in areas that contain historic features associated with the toll bridge complex.

The documented portion of the Lewis townsite and the remnants of the Madison River toll bridge will not be affected by the proposed action.

2. Impacts of Alternative 2

a. Impact on Recreational Resources

Alternative 2 would require the construction/reconstruction of a gravel-surfaced road and the provision of a new approach for the access road near the west end of the new bridge. This construction would be necessary to maintain access to recreational and agricultural interests along the west side of the Madison River. New access road construction would occur in an area near the river that is extensively used for informal recreation. The construction of Alternative 2 would require the users of this area to move to other riparian lands with similar accessibility and recreational opportunities. The boat launching/take-out area, just north of the existing bridge, would not be affected by this alternative.

The alignment of Alternative 2 would place the bridge and its approaches slightly closer to the Red Bluff Campground. Although the new road would be about 100 feet closer than the existing alignment, design year traffic would not cause FHWA noise abatement criteria to be exceeded in the day-use area of the campground.

The access road to the Bear Trap Primitive Area would not be affected by this alternative. Access to the BLM's proposed Red Mountain Campground would be extended from the existing alignment of FAP 84.

b. Impacts on Archaeological Resources

The alignment of Alternative 2 would require 156,000 square feet (3.58 acres) from 24MA235, 165,000 square feet (3.79 acres) from 24MA557, and 10,700 square feet (2.31 acres) from 24MA225. Only minor amounts of new right-of-way are needed from 24MA235, 24MA557, and 24MA225 (0.94 acres, 0.53 acres, and 1.36 acres, respectively). The proposed alignment would pass through part of 24MA225 that has been extensively disturbed by campground and road construction. The area of 24MA225 which contains the highest concentration of artifacts would be undisturbed.

Alternative 2 traverses an area on the west bank of the Madison River that contains archaeological resources, but has been disturbed by recent use. This area, located entirely on existing MDOH right-of-way, was researched during 1987 and designated as a part of 24MA557. Approximately 500 feet of gravel-surfaced road and a new approach for the west bank access road would be constructed within this archaeological site. The construction of the new access road through 24MA557 provides the potential for encountering new cultural materials.

c. Impacts on Historic Resources

Alternative 2 would pass through a portion of 24MA557 which may contain rock foundations or artifacts associated with the Madison River toll bridge complex. Although this area has not been excavated, an archaeologist who researched the other portions of 24MA557 indicates that foundations are visible on the surface. Road construction would destroy or cover any surface features that may be present in this part of 24MA557. Field investigations by the MDOH archaeologist did not identify any surface features associated with the toll bridge complex within the area needed for right-of-way in 24MA557.

The historic features that may exist in 24MA225 (foundations, artifacts, and the old roadbed to the toll bridge) will not be affected by this alternative. The documented remains of the Lewis townsite and the Madison River toll bridge would be unaffected by this alternative.

3. Impacts of Alternative 3

a. Impacts on Recreational Resources

The proposed alignment of Alternative 3 would require 695,900 square feet (15.97 acres) of right-of-way from the Bear Trap Recreation Area. The majority of the new

right-of-way, with the exception of the Bear Trap Primitive Area access road, is not actively used for recreation.

Alternative 3 would also necessitate significant changes to the roads that access recreational sites in the project area. Substantial reconstruction of the Primitive Area access road would be needed since much of FAP 84's new alignment would be on or near the existing alignment of the access road. Alignment conflicts would require the reconstruction of at least 1,000 feet of the access road and the provision of an approach north of the new bridge. Existing topography limits the locations for the construction of a safe approach and would require that the Bear Trap Primitive Area access road pass beneath the new bridge. Reconstruction of the access road would also take land from informal recreation areas on the east bank that receive significant use as campsites. A minor realignment of the existing campground access road would be necessary with this proposed alignment. New FAP 84 would be closer to the Red Bluff Campground than either the preferred alternative or Alternative 2.

The section of existing FAP 84 which follows the west bank of the river would provide access to recreational and agricultural lands north of the new bridge site. The removal of FAP 84 traffic from the west bank may make existing informal recreation areas located there more attractive to potential users. The approach for the west bank access road would be situated in a curve near the west end of the new bridge where the placement of a safe approach may be difficult. Sight distance limitations caused by the bridge skew, the surrounding topography, and the horizontal alignment of FAP 84 severely restrict the locations for construction of this approach.

b. Impacts on Archaeological Resources

The right-of-way necessary for Alternative 3 would not take any part of 24MA225, 24MA235, or 24MA557.

c. Impacts on Historic Resources

Alternative 3 would not affect the Madison River Toll Bridge or the Lewis townsite.

E. Avoidance Alternatives

The location of this project has been established by the existing topography and the previously completed improvements on FAP 84. Therefore, the only alternatives which avoid each and all Section 4(f) properties are reconstruction of the existing alignment and bridge or the "no-build" alternative. Both of these alternatives received consideration but were rejected because neither option was feasible and prudent. The following text discusses these avoidance alternatives.

1. Reconstruct Existing Alignment and Bridge

The possibility of reconstructing the bridge and its approaches within the existing right-of-way corridor was evaluated as a means of avoiding impacts on all Section 4(f) properties. This alternative would follow the existing alignment of FAP 84 and would include widening the existing bridge approaches to MDOH design standards for rural primary roads and the in-place reconstruction of the bridge.

The design of the existing bridge makes it impossible to maintain vehicle use during reconstruction activities since modifications to the steel truss support system may compromise its structural integrity. Therefore, the bridge would have to be closed until reconstruction was completed. The temporary closure of FAP 84 would require traffic to be rerouted to Three Forks via I-90 and U.S. Highway 287, a detour of more than 30 miles. The closure of FAP 84 would have significant impacts on recreationalists, especially if the closure occurred between May 15 and Labor Day, the peak use period for the Bear Trap Recreation Area.

This avoidance alternative would not eliminate the traffic safety problems caused by the sharp curve on the west approach to the bridge. The bridge location and the surrounding topography will not allow significant horizontal alignment changes to be made on the west approach within the existing right-of-way. The alternative would not allow the design speed to be significantly increased nor would it eliminate the sight distance limitations that exist on the west approach. Major variations from the existing alignment would require construction in adjacent cultural or recreational sites that were relatively undisturbed by previous road construction.

The construction of this alternative is not a feasible and prudent alternative because it would require the temporary closure of FAP 84 and would not improve the geometrics or traffic safety characteristics of the approaches.

2. "No-Build" Alternative

The "no-build" alternative was also considered as a means of avoiding all impacts to Section 4(f) properties. This alternative would change nothing and impose no environmental damage above and beyond what has or is occurring to the Section 4(f) properties in the project area. The alternative implies no activities beyond the continued maintenance of the existing bridge and its approaches.

The alternative would provide for continued use of existing recreation sites in the Bear Trap Recreation Area. Access to these sites would remain the same and development of recreation facilities by the BLM would proceed as planned. The use of informal recreation sites on MDOH right-of-way and BLM lands would continue. None of the identified archaeological or historic sites in the project area would be impacted by the "no-build" alternative.

This alternative is not acceptable because it does not improve the alignment of the bridge approaches which have accident rates that are significantly higher than the rates for other primary routes. Further, the alternative does not provide a bridge with appropriate horizontal and vertical clearances. Therefore, the "no-build" alternative is not considered to be feasible and prudent

F. Summary of Impacts to Section 4(f) Properties

Previous discussions have identified the potential impacts to the Section 4(f) properties that may result from implementing any of the alternatives considered for this proposed action. Table No. 2 summarizes the impacts to Section 4(f) properties and other important considerations for each alternative. The table is intended to address a range of potential impacts and demonstrate that the preferred alternative is the most feasible and prudent alternative for the proposed action. It should be noted that the final column of the table refers to the page number in the Environmental Assessment/ Section 4(f) Evaluation where the impact or consideration is discussed.

It is apparent from the summary that Alternative 3 and the avoidance alternatives are not acceptable due to high costs, design/construction complexities, or traffic safety considerations. The preferred alternative and Alternative 2 have similar impacts on Section 4(f) properties, however, Alternative 1 is more desirable due to its higher design speed and its safer horizontal alignment on the west approach to the new bridge.

G. Measures to Minimize Harm

Based on the analyses contained in preceding sections, it is apparent that the preferred alternative will affect several identified recreational properties in the project area. The impacts are not considered to be significant since the proposed action will primarily affect approaches and the access roads to existing recreation sites. The provision of new approaches and necessary access roads will sufficiently mitigate impacts to recreational properties. The new approaches and extensions of existing access roads will be designed in consultation with the BLM.

The alignment of the preferred alternative will affect informal recreation areas immediately southwest of the existing bridge. This encroachment is viewed as a minor impact since many alternate areas for informal recreation exist in the project area. The boat ramp, located immediately north of the bridge on the west bank of the river, will be maintained at its present location. Efforts will be made to avoid the construction of bridge abutments and piers during peak periods of river use. This measure will allow continued use of the boat ramp and will help minimize conflicts between floaters and construction activities. The design of the bridge will fully accommodate recreational boating and will provide for pedestrian access along river bank areas beneath the structure.

TABLE NO. 2
SUMMARY OF IMPACTS TO SECTION 4(f) PROPERTIES

4(f) IMPACT OR CONSIDERATION	"BUILD ALTERNATIVES"			AVOIDANCE ALTERNATIVES		DISCUSSION ON PAGE [EA/4(f)]
	ALTERNATIVE 1 (Preferred)	ALTERNATIVE 2	ALTERNATIVE 3	RECONSTRUCT EXISTING ALIGNMENT/BRIDGE	"NO-BUILD"	
Cost of Construction[1] Approaches/Misc. Bridge	$ 338,600 $1,003,000	$ 230,800 $ 868,000	$ 308,000 $1,518,000	(Estimated) $ 100,000 $1,000,000	None Maintenance Costs Only	7,8
R/W Considerations: Costs (R/W & Utilities) New Acres Required Utility Relocations	$ 16,000 4.64 Telephone ($6,000)	$ 12,000 2.85 Telephone ($2,000)	$ 19,250 15.97 Telephone ($4,250)	N/A	N/A	5,6,7,11, 31,33,34
Geometrics Design Speed Curve ° (West Appr.)	50 mph 6°30'	40 mph 10°00'	50 mph 7°30'	30 mph 21°00'	30 mph 21°00'	9,10,36
Complexity of Design and Construction	Moderate	Moderate (excavation of hillside area SW of bridge necessary)	Very Complex (Reverse & vert. Curve on bridge) Extensive excavation	Very Complex Close Bridge Temporarily	N/A	9,10,36
Traffic Safety Considerations	Good (desirable 4-way intersection for Bear Trap & new campground)	Poor (Undesirable curve west approach)	Poor (Bad approach location for west bank access)	Poor (Horiz. alignment on apps.)	Poor (Horiz. alignment on appa. restricted clearances)	9,10,31
Recreational Impacts Properties Affected:	Inf. rec. areas, boat ramp	Inf. rec. areas, Red Bluff Camp/ Day Use area	Inf. camp sites, Red Bluff Campground	Inf. rec. areas, boat ramp minimal	None	31,33,34
Archaeological Site Impacts Sites Affected: Amount of Take:	24MA225 3.63 acres	24MA225, 24MA235 2.30 acres	None None	24MA557 None	None	21,28,29 32,34,35
Historical Resource Impacts Properties Affected: Amount of Take:	24MA557 0.20 acres	24MA557 0.53 acres	None None	None	None	22,29,30 33,34,35
Access Road and Approach Construction Required	Bear Trap Access and West Bank Access Road	West Bank Access Road	West Bank Access & Bear Trap Access Roads	None	None	5,6,11,32,33 34,35
Noise Exceed FHWA NAC for Recreation Areas?	No	No	No	No	No	14,15
Cultural Resource Impact Mitigation Required? Cost of Mitigation:	Yes, (excavation/data recovery) $ 100,000 (est.)	Yes, (excavation/data recovery) $ 75,000 (est)	No N/A	Posaible (exc./ data racovery) Not Estimated	No N/A	37,39

[1]Does not include 25% Enginering and Contingencies

The preferred alternative will require that right-of-way be appropriated from two archaeological sites, 24MA225 and 24MA557, that are eligible for the National Register. The sites are not considered to be Section 4(f) properties, but are important features of the Bear Trap Canyon. MDOH has proposed that impacts to these sites be mitigated through excavation and data recovery. In compliance with Section 106 of the National Historic Preservation Act, MDOH has prepared and submitted documentation for a "Finding of Adverse Effect" and a scope of work for archaeological data recovery in 24MA557 and 25MA225. A Memorandum of Agreement (MOA) identifying measures to mitigate impacts on archaeological properties has also been prepared. The MOA is included as supplemental documentation for this Section 4(f) Evaluation.

Previous archaeological work near the existing bridge by Karsmizki suggests that 24MA557 and 25MA225 may contain features (rock foundations, artifacts, and a historic roadbed) associated with the Madison River toll bridge complex. Excavation and data recovery from the new right-of-way will include efforts to identify and record any features that may be associated with the toll bridge complex.

The BLM will be consulted prior to construction to identify a suitable area for staging construction activities that will avoid impacts to other archaeological or historical sites in the Bear Trap Canyon. The staging area will be restored to the satisfaction of BLM upon the completion of construction.

The construction of the new approach and access road through 24MA557 will be confined to the smallest practical working area to avoid impacts on the documented remains of the Lewis townsite. The BLM will be contacted to determine the most suitable alignment for the portion of the access road that must be constructed.

Measures to minimize harm to other resources of the project area are discussed in Part IV: Impacts of the Proposed Action.

H. Coordination

Coordination efforts on this project were initiated by MDOH on January 25, 1985 when a letter of intent was issued to federal, state, and local agencies and private organizations. Comments and information relevant to this project were requested from those receiving the letter of intent.

The State Historic Preservation Officer was contacted on April 15, 1985 and a cultural resource file search was requested by the MDOH. SHPO responded with a letter that identified cultural sites that may be affected by the proposed action. A copy of SHPO's response has been included with this Section 4(f) Evlauation. The study documenting the archaeological sites in the Bear Trap Canyon by Deaver and Deaver (Ethnoscience, Billings, September, 1984) is on file with SHPO.

Representatives of the MDOH and the FHWA met with officials from the BLM at the site of the proposed Madison River bridge on two occasions during the preparation of this document. The purposes of these visits were to review cultural and recreational resources in the field and to obtain comments regarding the potential impacts of the alternatives under consideration. The meetings provided important information about the BLM's proposed recreational development plans and ongoing archaeological site investigations near the bridge.

MDOH recognized that the proposed action will affect the archaeological properties near the site of the new river crossing. The documentation for a "Finding of Adverse Effect" and a scope of work for data recovery was prepared and submitted to SHPO, BLM, and the Advisory Council on Historic Preservation (ACHP) for concurrence. The documentation and the scope of work were prepared in consultation with SHPO and the BLM. Copies of these documents are on file at MDOH and SHPO offices in Helena. The Memorandum of Agreement between MDOH, BLM, SHPO, and the ACHP for mitigation of impacts to archaeological resources in the project area was submitted to the ACHP and approved on February 3, 1989. A copy of this agreement has been included in this evaluation.

ENDNOTE REFERENCES

1 "Lower Bear Trap Canyon Project Plan and Environmental Assessment," BLM, 1984, page 21.

2 Personal Communication with Jim Lewis, BLM, Dillon Area Manager, dated October 29, 1987

3 "Lower Bear Trap Canyon Project Plan," page 30.

4 "Lower Bear Trap Canyon Project Plan," page 34.

5 "Archaeological Site Testing and Evaluation in the Bear Trap Canyon of Madison County, Montana," Ken and Sherri Deaver, Ethnoscience, Billings, MT, September, 1984, part 5.1.

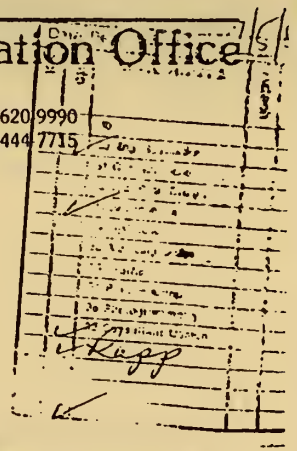
6 Deaver and Deaver, no page cited.

SECTION 4(f) EVALUATION DOCUMENTATION

- Montana Historical Society, Historic Preservation Office, Mark F. Baumler, Ph.D., Deputy SHPO/Archaeologist, June 29, 1988.
- U.S. Department of the Interior, Bureau of Land Management, Butte District Office, Gerald L. Quinn, Acting District Manager, May 20, 1988.
- U.S. Department of the Interior, Bureau of Land Management, Butte District Office, J.A. Moorhouse, District Manager, April 19, 1988
- U.S. Department of the Interior, Bureau of Land Management, Dillon Resource Area, Jim Lewis, Area Manager, January 11, 1988.
- U.S. Department of the Interior, Bureau of Land Management, Dillon Resource Area, Jim Lewis, Area Manager, October 29, 1987.
- Montana Historical Society, Historic Preservation Office, David Schwab, Archaeologist/Anthropologist, April 25, 1985.
- U.S.Department of the Interior, Bureau of Land Management, Butte District Office, Gerald L. Quinn for Jack A. McIntosh, District Manager, March 7, 1985.
- Advisory Council on Historic Preservation, Lee Keatinge for Robert Fink, Director, Western Office of Project Review, November 15, 1988.
- U.S. Department of the Interior, Bureau of Land Management, Butte District Office, Paul E. Peek, Acting District Manager, December 6, 1988.
- Montana Historical Society, Historic Preservation Office, Mark F. Baumler, Ph.D., Depute SHPO/Archaeologist, January 9, 1989
- Memorandum of Agreement dated February 3, 1989.

State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620 9990
Office Address: 102 Broadway • Helena, MT • (406) 444 7715

RECEIVED
1988
ROBERT PECCIA
& ASSOCIATES



June 29, 1988

Mitzi Rossillon, Archaeologist
Environmental Unit
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

Re: Madison River Bridge, Madison County: BRF 84-1(3)8

Dear Mitzi:

Thank you for forwarding a copy of the Draft Environmental Assessment/4 (f) Evaluation of the above cited project for our review and comment. We note that although the cultural resources that will potentially be impacted by this project are not considered in the report to be Section 4(f) properties under 23 CFR 771.135(g)(2), the document nonetheless addresses these properties and potential impacts at some length, thereby warranting our comments at this time. These comments are as follows:

Description of Archaeological Resources.

In general the description of the archaeological sites in the project area appears to be accurate and adequate. Specific points which need to be clarified, however, are:

-pg. 20: Consensus Determinations of Eligibility for the National Register of Historic Places currently exist for 24MA225 (Criterion d) and 24MA557 (Criteria a and d - but not b or c). We have also concurred that 24MA226 is not eligible.- Consensus determinations for 24MA227 and 235 have not been requested or reached at this time, although we have indicated to the BLM in a letter dated June 23, 1985 that we believe they may be eligible, either individually or as part of a proposed Bear Trap Canyon Archaeological District.

-pp. 26-27: In the description of 24MA225, no mention is made of the potential historic features and artifacts on this site relating to the Madison River Toll Bridge Complex, although these are later referred to on pp. 28, 31, and 37. These should be noted in the initial description. In the description of 24MA557, the criteria for eligibility should be a and d.

-figs. 6 and 9: The redrafted boundaries for 24MA235 and 24MA557 inked in on our copy of the report are confusing. Apparently, and also from your follow-up letter of June 21, the boundary of 24MA557 is currently being rethought as is the extent of the historic and prehistoric components of this site in general. A resolution of this topic among the various archaeolcgists involved should be reached in order to determine the extent of the impacts of the various alternatives

to this site and, ultimately, the appropriateness or nature of the data recovery that may be necessary for the different alternatives. For 24MA235, we were not aware that the boundary of this site was also in need of revision. Again, some consensus should be achieved to enable an evaluation of impact.

Impacts and Alternatives.

Aside from our previous comment above, the potential direct impacts to historic and prehistoric archaeological sites are clearly identified. Of the five alternatives considered in the report, we note with dismay that the preferred alternative will involve the greatest impact to significant cultural resources. Notably, while both Alternatives 1 and 2 will impact 24MA225, only Alternative 1 appears to directly impact a major concentration of tipi rings (33 of the 47 recorded) at this site. Testing within one of these rings by Deaver and Deaver (1984) resulted in the recovery of ca. 260 lithic artifacts/square meter. The authors note that "no tipi ring site that has ever been excavated and reported has had a lithic density anywhere near that of 24MA225" (op.cit., pg 54). Clearly, this portion of the site is exceptionally significant and, lest other reviewers be misled, a comparison of amount of take between Alternatives 1 and 2 at site 24MA225 is very ambiguous.

Related to this, we also note that the document does not address the potential costs of cultural resource mitigation, although total project cost is a major factor in the subsequent evaluation of the alternatives. We feel the relative costs of cultural resource preservation or data recovery under the various alternatives is an important consideration that should play a direct role in the decision making process at this stage of evaluation.

From the perspective of historic preservation, Alternative 3 or a "No Build" alternative would be the preferred alternatives. Neither of these two alternatives would appear to have a direct impact on significant cultural resources in the Bear Trap Canyon. Moreover, they would also appear to us to have minimal impacts on other existing 4f properties, leading us to question whether one or the other of these approaches are not "prudent and feasible" alternatives for this area. Regarding the "No Build" alternative, we note that the accident rate has already declined significantly after the simple introduction of safety improvements (from 5.7 to 3.7 ACC/MVMT).

Determination of Effect.

In your cover letter accompanying the draft report, you request that we concur in a Determination of No Adverse Effect through data recovery for the Madison River Bridge replacement. While expeditious, this is an unusual request in that the five alternatives presumably under review and possible appeal will each have different effects upon cultural resources. More important for Section 106, no data recovery plan accompanies this determination, nor has the efficacy of data recovery as mitigation even been discussed. It should not be assumed that because these are archaeological properties, it is automatically appropriate to determine that their disturbance will have "no adverse effect" if accompanied by data recovery. The Advisory Council's handbook, "Treatment of Archaeological

Properties" is quite clear in its serious consideration of preservation in place as a practical alternative, particularly in the case of important historic properties. It is equally clear about the importance of a data recovery plan for making Determinations of No Adverse Effect when data recovery is determined to be appropriate (pp 17-19).

We are not prepared at this time, therefore, to concur in a Determination of Effect. We request that the documentation in progress for making this determination, as indicated in the present report (pg. 38), be forwarded to us for review at your earliest convenience.

Thank you for consulting with us at this stage of the project planning. Whether one considers these sites to be 4f properties or not, we appreciate your consideration of cultural resources at this time and urge you to continue exploring ways to lessen or avoid the adverse effects that the Bear Trap Canyon cultural resources will potentially sustain as a result of this project.

Sincerely,

Mark F. Baumler, Ph.D.
Deputy SHPO/Archaeologist

Kathy M. Huppe
Historical Survey Reviewer

cc: Jerry Clark, BLM

File: MDOH/ Madison River Bridge

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
BUTTE DISTRICT OFFICE
P.O. Box 3388
Butte, Montana 59702-3388

IN REPLY REFER TO:
8100

MAY 10 1983

Mitzi Rossillion, Archaeologist
Environmental Unit
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

Regarding: Madison River Bridge FAP 84-1(3)8

Dear Ms. Rossillion:

At your request, we have written the Montana SHPO requesting clarification of National Register eligibility on sites 24MA225 and 24MA557. You will be sent a copy of their response as soon as we receive it.

Additional testing at 24MA557 last year has resulted in a boundary adjustment for the site (see enclosed map). Significant buried cultural deposits were recorded south of the existing highway and contiguous to the boundary defined by Deaver in 1984 (map enclosed). Enclosed is a brief summary of testing results for your use in project planning.

Because BLM administers sites 24MA225 and 24MA557 as significant public resources, we are responsible for insuring that research or mitigation conducted on them is done to standards established for the national historic preservation system. We will appreciate you keeping us informed about mitigation plans which may be proposed for the sites.

Let us know if we can assist you further.

Sincerely yours,

Gerald L. Quinn
Acting District Manager

2 Enclosures
Encl. 1 - Maps (2)
Encl. 2 - Summary of Testing Results

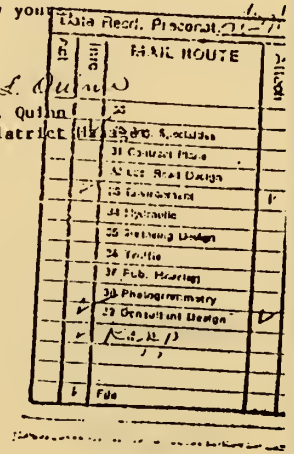
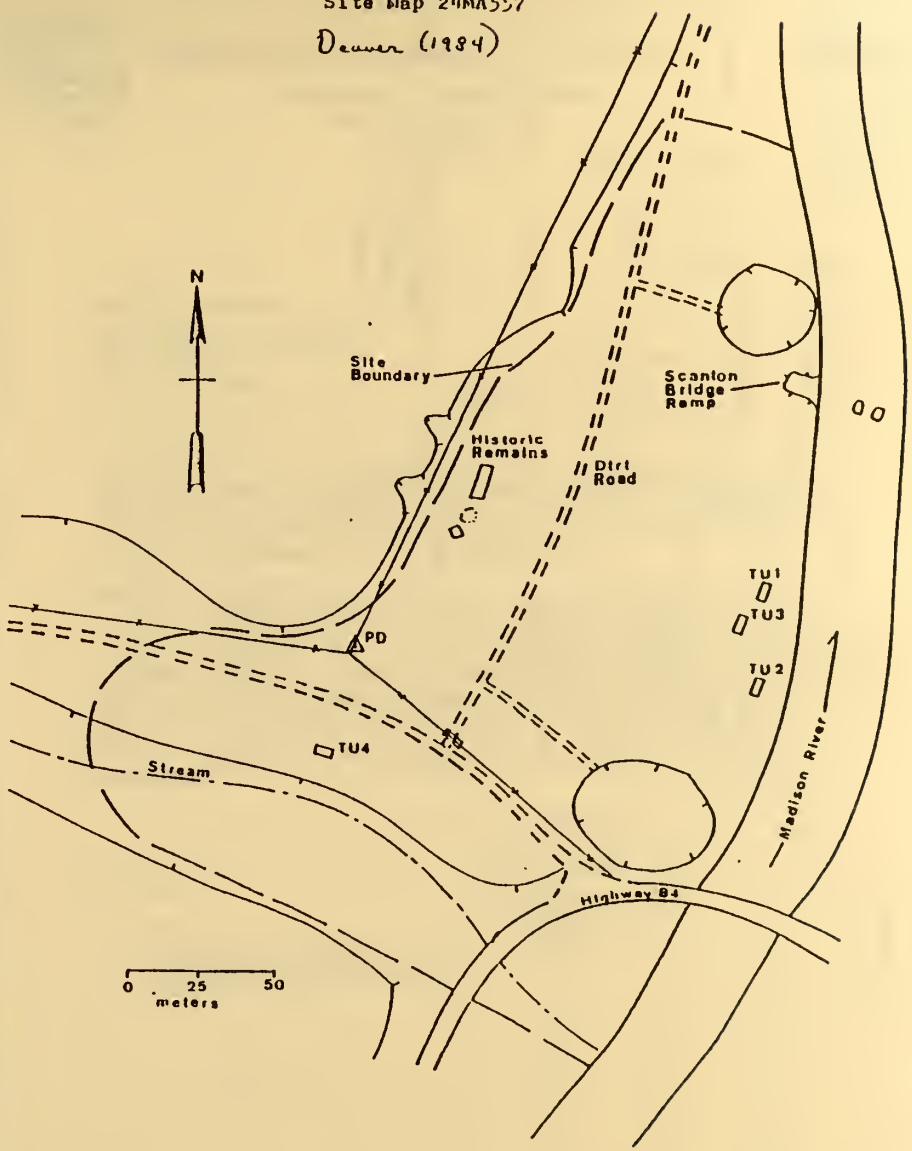
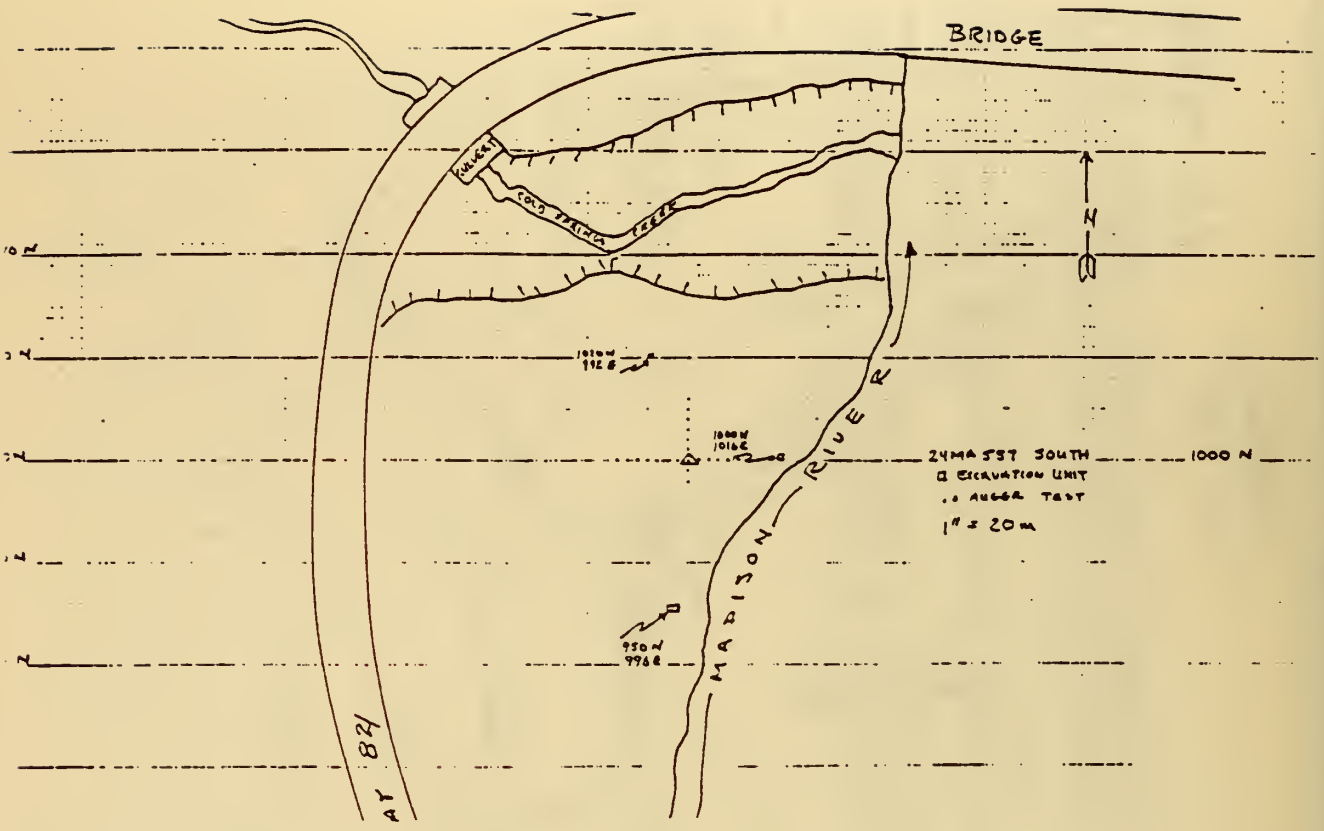


Figure 63
Site Map 24MA557
Deaver (1984)




BRIDGE
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EXCAVATION UNIT
AUGER TEST
1" = 20m
950N
996E
MADISON RIVER
AT 82

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
BUTTE DISTRICT OFFICE
P.O. BOX 3388
BUTTE, MONTANA 59702-3388

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

2800

Robert Peccia & Associates
Daniel M. Norderud, Transportation Planner
P.O. Box 4518, 810 Hialeah Court
Helena, Montana 59604

APR 1 9 1988

Dear Mr. Norderud:

We received your letter of April 6, 1988 indicating that Alternative 1 is the preferred alternative for the Madison River Bridge.

A data recovery plan when provided and subsequently approved will constitute acceptable mitigation for impacts to cultural resources. At that time we would be in a position to issue a "Finding of No Adverse Effect."

We recommend your data recovery plan provides a sampling frequency to include a minimum of 10% of the impact zone.

If you have further questions you may contact Gary Gerth or Jerry Clark at 494-5059.

Sincerely yours,

J.A. Moorhouse
District Manager

cc: Dillon R.A.

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APR 20 1988
ROBERT PECCIA
& ASSOCIATES

46

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
DILLON RESOURCE AREA
P.O. Box 1018
Dillon, Montana 59725

RECEIVE
JAN 1 3 19
ROBERT PEC
& ASSOCIATI

January 11, 1988

Daniel M. Norderud
Transportation Planner
Robert Peccia & Associates
P.O. Box 4518
Helena, MT 59604

Dear Mr. Norderud:

We appreciated the opportunity to meet with you and federal and state highway personnel in regard to the proposed replacement of the Madison River Bridge located east of Norris, Montana. The on-site meeting was very informative and provided a good opportunity to further evaluate the merits of our proposal to modify Alternative 2.

Our primary objective in suggesting the modification (Alternative 2A) was to provide some distance between the new highway alignment and the new campground location to reduce audio and visual impacts to campers. The on-site discussion revealed that although Alternative 2A may offer some small reduction in impacts to recreation values, it would pass through, and adversely impact, a cultural site that has a high concentration of artifacts. Based on this analysis, I conclude the net impact of Alternative 2A would be adverse to the involved resource values and request that Alternative 2A be dropped from further consideration.

Sincerely,

Jim Lewis
Area Manager

cc: District Manager, Butte
Attention: Darrell McDaniel

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
DILLON RESOURCE AREA
P.O. Box 1048
Dillon, Montana 59725

IN REPLY REFER TO:
8323 - Lower BT Proje
Plan
2800 w/correspondence
and maps

October 29, 1987

Daniel M. Norderud
Robert Peccia & Associates
P.O. Box 4518
Helena, MT 59604

Dear Mr. Norderud:

We have reviewed the three alignment alternatives for the Madison River Bridge replacement and offer the following comments:

Section 4(f)

Based on our understanding of Section 4(f) requirements, we believe the Bear Trap Recreation Area is of national, state, and local significance due to the level of use by residents and nonresidents; level of facility development (access and recreation facilities); the national reputation of the Madison River; the access provided to the Bear Trap Wilderness Area; and the significant cultural resources located throughout the area.

Alternative 1

Alternative 1 would be more desirable from a highway planning standpoint in that it reduces the safety problem involved with the curve on the west side of the river. However, the Alternative 1 location places the highway much closer to the proposed Red Mountain Campground with its associated vehicle traffic noise and would require additional access development to the Bear Trap Wilderness Area and day use site to the south.

Alternative 2

This alternative would impose the least amount of impacts to recreation and cultural values while maintaining the existing access to the Bear Trap Wilderness Area and the day use site to the south.

Alternative 3

This alternative would avoid all cultural sites, but would make it extremely difficult to access the wilderness area and would require BLM to provide access to other recreation sites on both sides of the river.

Other Comments

Would it be possible to modify Alternative 2 by relocating the alignment to the north to a location immediately south of the current eastern

approach of the existing bridge? This would provide some distance between the highway and the proposed relocation of Red Mountain Campground but would not substantially increase the access necessary to the Bear Trap Wilderness Area (see Attachment #1).

In regard to these various alternatives, we would like to raise one point for further discussion. We realize that it is important for the proposed alignments to incorporate the best safety factors possible, but given the sharp turns encountered in the highway through the southern part of the Bear Trap Canyon, we wonder if it would be possible in the scenic areas to impose some minimum highway speed, such as 45 mph. This would enhance driving safety and allow the public more time to view the canyon scenery. It would also be especially helpful to the safety of many people who pull off at different areas throughout the canyon at informal recreation sites to fish, picnic, or launch boats. If such speed limits are a valid consideration, how would this affect the highway alignment alternatives under discussion? The entire area affected by such a speed limit would involve roughly 6 to 7 miles of highway through the canyon.

I realize there have been several meetings on-the-ground in regard to the project, but perhaps a way to resolve this situation would be to have one more meeting on-the-ground with all parties involved. This would also provide further opportunity to discuss specific access needs from the highway alignment alternatives to various recreation sites along the river. If this would be acceptable, please contact me at your earliest convenience to establish a meeting date.

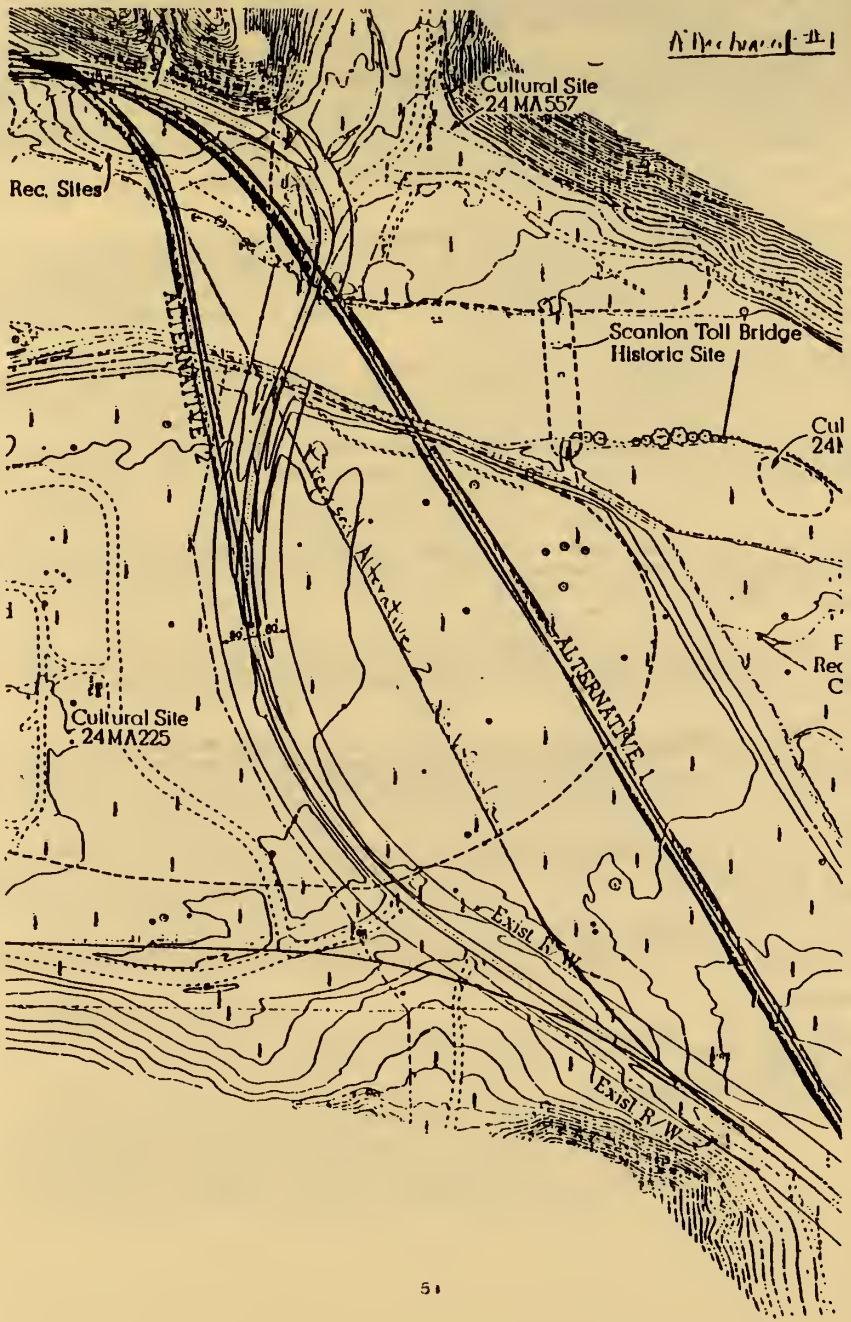
Sincerely,

Jim Lewis
Area Manager

Enclosure: Proposed Alt. 2 Modification Map

cc: District Manager, Butte
(Attn: Darrell McDaniel)

RECEIVED
OCT 30 1987
ROBERT PECCIA
& ASSOCIATES


Cultural Site
24 MA 557
Rec. Sites
Scanlon Toll Bridge
Historic Site
ALTERNATIVE 2
Existing Alternative 2
ALTERNATIVE 1
Cultural Site
24 MA 225
Exist R/W
Exist R/W

MONTANA HISTORICAL SOCIETY
HISTORIC PRESERVATION OFFICE
225 NORTH ROBERTS STREET • (406) 444-4584 • HELENA, MONTANA 59620

Date Rec'd. Processed 9/1
MAIL ROUTE

April 25, 1985

Stephen C. Kologi
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

RE: Cultural resource file searches

Dear Stephen:

In accordance with your request of April 15, a cultural resource file sear was conducted for the project areas cited below. File search results a as follows:

Detour at Cadotte Creek, BF24-3(3)76 - No cultural resources are currentl recorded in the project area. To my knowledge, no prior survey has be conducted in or near the search area.

Karst Slide, F50-2(19)55 - No cultural resources are currently recorde in or near the project area and we have no record of prior survey in th local vicinity.

Madison River Bridge East of Norris, BRF84-1(3)8 - The following site are recorded within the search area:

24MA225	3S	1E	W1/2	section 2	Tipi rings/lithics
24MA227	3S	1E	NW	section 2	Tipi rings
24MA556	3S	1E	NW	section 2	tipi rings
24MA557	3S	1E	NW	section 2	Historic site
24MA1236	3S	1E	NE	section 2	Prehistoric occupation
24MA226	3S	1E	SW	section 2	Tipi rings
24MA235	3S	1E	SW	section 2	lithic scatter

Bozeman Trail - The historic Bozeman trail traverses the North half o township 3S, R1E. Although specific locational information for the trai is unavailable in this office, there is a possibility that the trail run through the search area.

The Madison river bridge was recorded during the HAER Montana Histori Bridge Inventory of 1981.

East Valley Center Drive RS235-1(1)0 - Site 24GA436, a prehistoric occupatio site is located in the NE quarter of section 26, T1S, R5E of the projec area. In addition, the Bozeman trail traverses the southern portion o T1S, R5E and may be located in portions of section 35 and 36 of that township.

So. Fork Musselshell River Bridge, BR9030(5) - Site 24MW554 is located in sec tion 36, T6N, R9E. Unfortunately, quarter section locational information for this rockpile site is unavailable. To my knowledge, this particular bridge structure was not recorded during the HAER Montana Historic Bridge Inventory.

Steven Kologi
April 25, 1985
Page 2

Twin Bridge over Stillwater River, BRS 824-1(1)17 - No cultural resources are currentl recorded in the designated search area, however site 24FH1020, a historic and/or prehistori trail is recorded nearby in section 6 of Township 30N, R22W. There is some possibilit that this historic trail may extend into the project area, however we have no clear indicatio of this at this time.

We have no record of the Twin Bridge having been recorded during the HAER Montana Historic Bridge Inventory.

Sargent Avenue and Allard St., Glendive, HSOO8(1) - No sites are currently recorded within the project area. The Zion Evangelical Norwegian Lutheran Church of Glendive, located on the corner of Sargent Avenue and Power Street in Glendive has been considered for inclusion on the National Register of Historic Places, however the site is not yet listed on the Register.

Bridge over Gallatin River West of Four Corners, BRF84-4(2)78 No cultural resources are currently recorded within the search area. The Bozeman trail is located nearby in the local vicinity, however.

Creston No. and So., F52-2(3)34 - Currently, no sites are recorded in the project area. This is probably explained by a lack of prior cultural resource survey in the local vicinity. Site types recorded in surveyed tracts of the townships cited include [illegible] sites, a prehistoric fishing site, and a lithic workshop site.

No. of Hedgeville, RS287-1(1) - No cultural resources are currently recorded within the designated search area. Judging from the dearth of cultural resource information for the local vicinity, I would anticipate that no prior cultural resource survey has been conducted in or near the area of interest.

Milk River Bridge - Vandalia, BR9053(8) - No cultural resources are currently recorded within the designated search area. This bridge structure was recorded during the HAER Montana Historic Bridge Inventory.

Fort Peck - Glasgow, FH2-3(7)59 - According to the Montana Historic Preservation Plan, Fort Galpin (1862-1864) is located in an unspecified portion of T26N R41E. No other cultural resources are currently recorded in the project vicinity, however this probably reflects a lack of prior intensive survey rather than an expected paucity of sites.

Willow Creek Bridge, BR9051(6) - No sites are currently recorded in or near the project area. To my knowledge, no prior intensive cultural resource survey has been conducted in the local vicinity. The Willow Creek Bridge was recorded during the HAER Montana Historic Bridge Inventory.

Thank you for consulting with us. If we can be of further assistance, please feel free to contact us.

Sincerely,

David Schwab
Archaeologist/Anthropologist

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
HUTTE DISTRICT OFFICE
P.O. Box 3388
Butte, Montana 59702-3388

Date Recd. Preconst. 3/11/85

Act	Info	MAIL ITE	Action	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		Rapp		
		File		

IN REPLY REFER TO:
1791
BRF 84-1 (3)8
Madison River
Bridge, East
of Norris

Chief of Preconstruction Bureau
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

Dear Mr. Kologi:

Thank you for the opportunity to contribute to the scoping process for the environmental assessment on the replacement of the Madison River Bridge east of Norris. Our staff has identified two areas of concern.

RECREATION

Please refer to map No. 1 enclosed with this letter. Outlined on the map are the recommendations which were discussed when members of our staff met with Highway Department representatives on Jan. 31, 1985.

From a safety standpoint and to protect riparian vegetation, a guard rail with two access approaches is recommended for the highway on the west side of the river south of the bridge. A boat ramp and parking area with access road and cattleguard are suggested on the west side of the river north of the bridge.

On the east side of the river, the existing access road and cattleguard to the Bear Trap Canyon Wilderness Area trailhead should be extended. Also appropriate access should be planned for the proposed BLM campground north of the highway. A project plan for moving the Red Mountain campground to this new site is complete. Design of the proposed campground is in the preliminary stage. No implementation date has been set.

All abandoned roadway should be stripped of paving, reseeded, provided with noxious weed control, and restricted to further vehicle access. Fencing both sides of the new roadway on the east side of the river would control livestock and inappropriate vehicle access.

CULTURAL AND HISTORIC SITES

Please refer to map No. 2 enclosed with this letter. Indicated on the map are areas of cultural and historic concern.

A cultural resource management plan for the Bear Trap Canyon will be available about May. It will include inventory data for the area impacted by the bridge project. The three areas shown on the map (24MA225, 24MA235, 24MA557) will be recommended for inclusion in the National Register of Historic Places as part of a thematic National Register district featuring the Bear Trap Canyon.

Site 24MA557 contains an area substantially intact. (This is marked in red). The site includes the remains of a bridge and toll complex associated with the Bozeman Trail. A game trap and multiple buried prehistoric occupations with stone circles and cairn features is also inventoried. The site is recommended as eligible for the National Register under criterion A, B, C, and D.

Site 24MA235 contains diffuse prehistoric and historic material on the surface and subsurface. This site could provide significant information for interpretation of sites 24MA225 and 24MA557.

Site 24MA225 has been previously disturbed by construction of the present road, bridge, and campground. However, the site of the proposed reroute passes through an area still intact. This site contains stone circles and rock cairns. Fifty-five structural features are easily observed on the surface. The area was probably occupied over several thousands of years. Test excavations reveal lithic density from 5 to 264 artifacts per square meter. The site is recommended for the National Register under criterion D for its potential to yeild unique and significant information on prehistory.

If the highway project is constructed as proposed, the impacts to cultural and historic sites would be significant especially in 24MA225. Parking and staging areas for construction equipment may impact an even wider area. Selection of this route would require extensive mitigation to protect these sites.

The map indicates an alternate route that would avoid most of the areas of special concern. In addition, this alignment would encourage reasonable speeds in the area. Given the many access points along Highway 289 which are heavily used during the peak traffic season, this route would provide for greater safety for recreationists. The environmental assessment should also evaluate this alternative.

Contact Harry Cosgriffe, Dillon Resource Area (683-2337), or John Taylor, Archeologist, (494-5059) if you have questions or require further information.

Sincerely yours,

Jack L. Quinn Acting
Jack A. McIntosh
District Manager

cc: Montana State Office
Dillon Resource Area

Enclosures
Encl. 1 - Maps (2)

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 730 Simms Street, Room 450
Golden, Colorado 80401

November 15, 1988

Mr. Roger K. Scott
Division Administrator
Federal Highway Administration
301 S. Park
Mail Drawer 10056
Helena, MT 59626

REF: BRF 84-1(3)8 Madison River Bridge

Dear Mr. Scott:

On October 31, 1988, we received your notification of a finding of adverse effect and Draft Environmental Assessment/Section 4(f) Evaluation (DEA) for the referenced project. We note that the DEA concludes that the preferred alternative will result in no adverse effect to historic properties 24MA225 and 24MA557. This, of course, contradicts your finding and invitation to us to participate in consultation under 36 CFR §800.5(e). Based on the information provided, we believe your finding of adverse effect is appropriate given the probable effects of the undertaking to a property (24MA557) which qualifies for the National Register under criteria A and D.

Pursuant to §800.5(e), we do not choose to participate in formal consultation at this time. However, we offer the following points for consideration:

1. The SHPO (6-29-88) expressed several concerns regarding the adequacy of site descriptions, the nature of impacts, and Montana highway department's conclusion that the project should have no adverse effect. These may not have been adequately addressed by the DEA and your finding of adverse effect. However, we anticipate their resolution during negotiation of the Agreement document.

2. In addition to the impacts identified in the document, the relocation of utility lines should be considered within the scope of this undertaking.

Please call if you have questions or if we may be of assistance in developing the Agreement document.

Sincerely,

for Robert Fink
Director, Western Office
of Project Review

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
BUTTE DISTRICT OFFICE
P.O. BOX 3388
BUTTE, MONTANA 59702-3388

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

8100

RECEIVED
DEC 8 1988

DEC 6 1988

ROBERT PECCIA
& ASSOCIATES

Mitzi Rossillon, Archaeologist
Environmental Unit
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

Re: Madison River Bridge BRF 84-1(3)8

Dear Ms. Rossillon:

Our cultural resource staff has reviewed the documentation of adverse effect for the proposed Madison River Bridge project and offers the following comments:

1. MDOH's documentation of adverse effect renders an accurate description of their proposed undertaking and potential impacts to identified historic properties. Part II of the document details alternatives the agency considered to avoid effects to identified historic properties. Their rationale for rejecting the option of burying the sites under fill is that the long-term effect of such treatment on archaeological resources is unknown and should be used only in extraordinary situations. It is further argued that burial would not be consistent with BLM's previous data recovery efforts at the affected properties.

   We support MDOH's rejection of the "burial under fill" alternative and their decision to undertake mitigation by data recovery based on the fact that the long-term effects of burial are undetermined. Anticipating the effects of future highway maintenance on cultural deposits under fill also appears difficult. Given that effective techniques can be developed to mitigate the historic properties here, data recovery is appropriate.

   However, the fact that BLM has previously conducted archaeological excavation at these properties should not dictate that data recovery will necessarily be the preferred site treatment. Indeed, Bureau policy stresses in-place preservation over data recovery where feasible.

2. We find the proposed scope of work in Part III of the document to be generally adequate. The major research questions identified stress comparisons of data recovery results with other sites to identify aspects of local or regional patterns of subsistence, resource use, and temporal affiliation. However, only three of the fourteen identified specific research questions relate to local or regional comparisons. The statement of work should perhaps emphasize the development of enough information from existing sources to provide a context for understanding the sites investigated and stress analysis in a local and regional context. This could be accomplished by simply adding statements under "Major Research Questions to be Addressed" and under "Report Preparation and Distribution."

3. Regarding the disposition of collected materials and field data (Section G.2), we prefer that they be deposited in BLM's Billings Curation Center. All collections should be catalogued to BLM standards. We can provide you with a copy of these standards to include in the scope of work if you wish.

4. Finally, we welcome the invitation to review and comment on the interim report per Section H of the statement of work. We would also like to participate in review of the final report.

Please find enclosed the MOA forwarded for BLM signature. Thank you for working closely with us on this project.

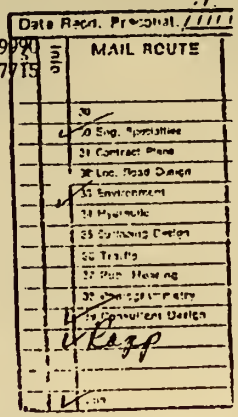
Sincerely yours,

Paul E. Peek

Paul E. Peek
Acting District Manager

1 Enclosure
Encl. 1 - MOA

State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620-9990
Office Address: 102 Broadway • Helena, MT • (406) 444-7715



RECEIVED
JAN 25 1989
ROBERT PECCIA & ASSOCIATES

January 9, 1988

Mitzi Rossillon, Archaeologist
Environmental Unit
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

Re: Madison River Bridge, East of Norris (BRF 84-1(3)8
Finding of Effect and Memorandum of Agreement

Dear Mitzi:

Pursuant to 36CFR800.5, we have reviewed your application of the Criteria of Adverse Effect for the above cited project. We concur that the project as proposed will have an adverse effect on historic properties 24MA225 and 24MA557.

Having considered and dismissed alternatives to impact, we note that you propose data recovery as a means for taking into account the effect of the undertaking on 24MA225 and 24MA557. In the absence of other alternatives, we concur that data recovery is appropriate. A signed copy of the MOA directing MDOH/FHWA to prepare a data recovery plan for review by our office, the Council, and BLM prior to ground disturbance activities is enclosed.

We look forward to the opportunity to comment on your data recovery plan. The Scope of Work prepared in your documentation of adverse effect appears to address the major elements that should be considered in the plan. In addition to the comments of BLM, we offer the following general comments and suggestions for preparing the data recovery plan:

1. If historic period deposits are encountered, provisions should be made for all signatories to review and evaluate an appropriate treatment plan.

2. The data recovery plan should specifically address the approach that will be taken to resources outside the immediate construction ROW.

3. Within the framework of a two-season recovery plan, sufficient data collection and interpretation should occur in the first season to provide specific guidance for the second season.

4. Finally, we agree with the Scope of Work that enhanced recovery methods and data analyses may be warranted. Excavation should combine broad exposure with intensive sampling. Analyses should maximize the potential of the data to make and test inferences about specific behavior undertaken at the sites, as well as to address general stylistic or temporal concerns.

Thank you for consulting with us.

Sincerely,

Mark F. Baumler, Ph.D.
Deputy SHPO/Archaeologist

Enclosure

cc. Jerry Clark, BLM

File: MDOH/Madison River Bridge/BRF-1(3)8

RECEIVED
FEB 2. 1989
ROBERT PECCIA & ASSOCIATES

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration has determined that the construction of Project BRF 84-1 (3) 8 will have an effect upon 24MA225 and 24MA557, properties eligible for inclusion in the National Register of Historic Places, and has consulted with the Montana State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Sectionm 106 of the National Historic Preservation Act (16 U.S.C. § 470f); [and · Section 110(f) of the same Act (16 U.S.C. 470h-2(f)]; and

WHEREAS, the U.S. Department of Interior, Bureau of Land Management (BLM) and the Montana Department of Highways (MDOH) participated in the consultation and have been invited to concur in this Memorandum of Agreement;

NOW, THEREFORE, the FHWA, the SHPO and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

The FHWA shall ensure that the following measures are carried out.

1. The FHWA shall ensure that a data recovery plan is developed by MDOH in consultation with SHPO for the recovery of archaeological data from 24MA255 and 24MA557. The plan shall be developed in two phases. The first phase will address the research effort to be conducted during the first year of data recovery. The second phase of plan development will be derived from and based on the information obtained about the properties during the first year and shall guide the data recovery effort for the second year. The plan shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archeological Documentation (48 FR 44734-37) and take into account the Council's publication, Treatment of Archeological Properties (Advisory Council on Historic Preservation 1980) and relevant guidance from the SHPO and BLM. It shall specify at a minimum:

* the portions of 24MA225 and 24MA557 where data recovery is to be carried out;

* any portions of the properties that will be destroyed without data recovery;

* the research questions to be addressed through the data recovery, with an explanation of their relevance and importance;

* the methods to be used, with an explanation of their relevance to the research questions;

* the methods to be used in analysis, data management, and dissemination of data, including a schedule;

* the proposed disposition of recovered materials and records;

* proposed methods for involving the interested public in the data recovery;

* proposed methods for disseminating results of the work to the interested public;

* proposed methods by which the BLM, SHPO and other interested parties will be kept informed of the work and afforded the opportunity to participate;

* a proposed schedule for the submission of progress and final reports to the SHPO, MDOH, and the BLM.

The data recovery plan and any subsequent revisions to the plan shall be submitted by the FHWA to the SHPO, the Council, the BLM, and the MDOH for 30 days review. Unless the SHPO, the Council, the BLM or the MDOH object within 30 days after receipt of the plan or revisions, the FHWA shall ensure that it is implemented.

2. FHWA shall ensure that all materials and records resulting from data recovery on the Madison River project are catalogued to BLM standards and curated at the Billings Curation Center in accordance with 36 CFR Part 79 standards.

3. Should the SHPO, Council, BLM, or MDOH object within 30 days to any plan or revision provided for review pursuant to this agreement, or any other aspect of the proposed work, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request the further comments of the Council pursuant to 36 CFR §800.6(b). Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR §800.6(c)(2) with reference only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain.

4. Should any party to this agreement determine that one or more of the stipulations cannot be satisfied or finds that it is necessary to amend this agreement, that party shall immediately notify the other parties to initiate consultation to amend this agreement in accordance with 36 CFR Part 800.

Execution of this Memorandum of Agreement and implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on Project BRF 84-1 (3) 8 and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: Robert O. Bush Date: 2/3/89
Title: Executive Director

FEDERAL HIGHWAY ADMINISTRATION

BY: WS Dunbar Planning & Program Dev. Engr. Date: 2/10/89
Title:

MONTANA STATE HISTORIC PRESERVATION OFFICER

BY: Marcella Sherfy Date: 2-11-89
Title:

Concur:

MONTANA DEPARTMENT OF HIGHWAYS

BY: Stephen C. Kologi Date: February 15, 1989
Title: Chief Preservation Bureau

BUREAU OF LAND MANAGEMENT

BY: Orval L Hadley Date: 23 February 1989
Title: acting District Manager

PART V: COMMENTS AND COORDINATION

A. Early Coordination

Coordination regarding this project began in January, 1985 when the MDOH issued a letter of intent to federal, state and local agencies, and interested private groups. Comments on the proposal were requested from recipients of the letter of intent. Additional agency coordination, particularly from the BLM, occurred during the preparation of this document.

B. Agencies and Persons Consulted

Comments from agencies that protect or manage resources in the project area were obtained following the circulation of the letter of intent. The agencies and persons that were contacted for comments on this project are listed below. Pertinent comments are included in the letters that follow on pages 59 through 66.

- U.S. Department of Agriculture, Beaverhead National Forest, Madison Ranger District, Ennis, Vergil L. Lindsey, District Ranger.
- U.S. Department of Agriculture, Soil Conservation Service, Bozeman, Glen H. Loomis, State Conservationist.
- U.S. Department of the Army, Corps of Engineers, Omaha District, Omaha, Nebraska, Gerard E. Mick for Richard D. Gorton, Chief, Environmental Analysis Branch.
- U.S. Department of the Interior, Bureau of Land Management, Butte District Office, Gerald L. Quinn for Jack A. McIntosh, District Manager [see Section 4(f) Evaluation].
- U.S. Department of the Interior, Fish and Wildlife Service, Billings, John G. Wood, Field Supervisor, Ecological Services.
- Federal Aviation Administration, Airports District Office, Helena, Susan S. Alexander, Planner/Programmer.
- Montana Department of Commerce, Transportation Divison, Helena, Richard A. Howell, Manager, Special Projects Section.
- Montana Department of Fish, Wildlife and Parks, Fisheries Division, Helena, Ralph W. Boland, Stream Protection Act Manager.

- Montana Department of Fish, Wildlife and Parks, Parks Division, Helena, Gretchen Olheiser, Chief, Project and Planning Bureau.

- Montana Department of Health and Environmental Sciences, Air Quality Bureau, Helena, Warren Norton, Environmental Specialist.

- Montana Historical Society, Historic Preservation Office, Helena, David Schwab, Archaeologist- Anthropologist [see Section 4(f) Evaluation].

- Montana Intergovernmental Review Clearing House, Helena, H. Agnes Zipperian, Manager.

- Three Rivers Telephone Cooperative, Inc., Fairfield, Montana, Paul B. Kolste, Construction Supervisor.

- U.S. Department of the Interior, Fish and Wildlife Service, Fish and Wildlife Enhancement, Wayne G. Brewster, State Supervisor.

C. Opportunities for Comments

The Draft Environmental Assessment (EA)/Section 4(f) Evaluation was circulated for comments from concerned agencies following its publication in July, 1988. Additionally, the document was made available for public review at MDOH offices in Helena and Butte.

Pursuant to 23 CFR 771.119 (e) and (f) a notice advertising the availability of the EA/Section 4(f) Evaluation was published in the Montana Standard (Butte), the Bozeman Chronicle (Bozeman), and The Madisonian (Madison County). This advertisement also notified the public that a combined location and design hearing would be held on October 5, 1988 in Ennis, Montana. The public hearing notice was also distributed to federal, state, and local governmental agencies and other concerned individuals or organizations. The distribution list for the notice is included herein. The public hearing on the project was held on October 5, 1988 at 7:30 p.m. at the Ennis Town Hall. No one from the public attended the hearing. No written comments were received at the hearing.

United States Department of Agriculture — Forest Service — Beaverhead National Forest, Madison Ranger District — Route #2, Box 5, Ennis, MT 59729, 406-682-4253

Reply to: 7700

Date: February 19, 1985

BRF 84-1(3)8
Madison River Bridge

Stephen C. Kologi
Preconstruction Bureau
Dept. of Highways
State of Montana
2701 Prospect
Helena, MT 59620

Dear Mr. Kologi:

Your letter of February 8, 1985 concerning the replacement of the bridge 8 miles east of Norris has been referred to me for review.

In our opinion this bridge replacement and realignment of the highway is an improvement long overdue. Not only is it needed to handle the modern day traffic but it is needed to eliminate a dangerous safety hazard - the combination of the narrow bridge and the sharp curve.

The Forest Service is in full support of this project.

Sincerely,

VERGIL L. LINDSEY
District Ranger

Date Recd. Preconst 2/20/85

Act	Info	MAIL ROUTE	Attach	Initial
		30 SCK		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulics		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		Ryerse		
		Rapp		

FS 6,430-1 (11-17-

United States Department of Agriculture — Soil Conservation Service — Federal Building, Room 443, 10 East Babcock Street, Bozeman, MT 59715

February 19, 1985

Mr. Stephen C. Kologi
Preconstruction Bureau
Department of Highways
2701 Prospect
Helena, MT 59620

RE: BRF 84-1(3)8 Madison River Bridge
BRF 29-1(13)50 Jefferson River Bridge

Dear Mr. Kologi:

We have reviewed the above proposed projects and have no comments or recommendations to offer.

Sincerely,

Glen H. Loomis
State Conservationist

cc: R. Batchelor, State Biologist, SCS, Bozeman, MT

Date Recd. Preconst. 2/20/85

Act	Info	MAIL ROUTE	Attach	Initial
		30 SCK		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulics		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		File		

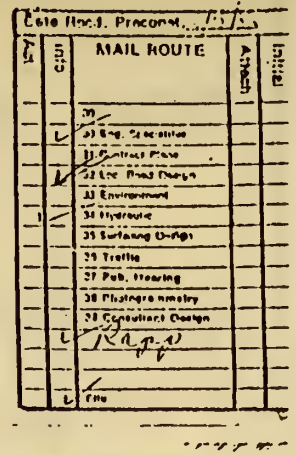
DEPARTMENT OF THE ARMY
OMAHA DISTRICT CORPS OF ENGINEERS
6014 U.S. POST OFFICE AND COURTHOUSE
OMAHA, NEBRASKA 68102

REPLY TO ATTENTION OF

March 8, 1985

Planning Division

Mr. S.C. Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
2701 Prospect
Helena, Montana 59620



Dear Mr. Kologi:

We have reviewed highway improvement and bridge replacement projects BRF 81-1(3)8 crossing the Madison River and located in Madison County, Montana and BRF 29-1(13)50 crossing the Jefferson River and also located in Madison County, Montana.

A permit pursuant to Section 404 of the Clean Water Act will be required for the proposed projects when project plans are completed. An application should be submitted to the Corps of Engineers' Omaha District Regulatory Branch, P.O. Box 5, Omaha, Nebraska 68101-0005.

The bridge crossing the Madison River is not listed in the National Register of Historic Places nor in the Department of the Interior's publication Historic Bridges in Montana. There may be a need for a cultural resources investigation prior to construction if new ground is to be disturbed. The Montana Historical Society with whom you are in contact, will provide additional information and guidance. The Jefferson River Bridge, also known as the Silver Star Bridge, is listed in the above referenced publication as having historic significance. We strongly recommend that you coordinate this project with the State Historic Preservation Office in Helena, Montana, which will inform you of the Department of Highway's responsibilities regarding compliance with existing legislation on cultural resources.

The U.S. Fish and Wildlife Service has listed three mammals and 4 avian species as endangered in Montana; none of these species have been found in proximity to the proposed projects.

The design(s) of the bridges should ensure that the proposed construction does not increase the 100-year flood water surface elevation of either water body more than 0.5 foot relative to existing conditions.

Thank you for continuing to involve us in your planning process.

Sincerely,

Richard D. Gorton
Chief, Environmental Analysis
Branch

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

Ecological Services
Federal Building, Room 3035
316 North 26th Street
Billings, Montana 59101-1396

IN REPLY REFER TO:

ES

February 22, 1985

BRF 84-1(3)8

Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

Date Recd. Preconst 2/25

Act	Date	MAIL ROUTE	Attach
		30	
		31 Eng. Specialties	
		32 Contract Plans	
		33 U.T. Fund Design	
V		34 Environment	
V		35 Hydraulics	
		36 Surfacing Design	
		37 Traffic	
		38 Pub. Hearing	
		39 Photogrammetry	
		33 Consultant Design	
V	Rapp		
V		File	

Dear Mr. Kologi:

We have reviewed your letter of February 8, 1985, describing the Montana Department of Highway's proposal for a Federal Aid project to replace the bridge over the Madison River approximately eight miles east of Norris, Madison County, Montana (BRF 84-1(3)8).

This reach of the Madison River is classified as a blue-ribbon stream and supports an excellent trout population. The area is heavily used by recreationists.

Based on the information provided, wetlands will not be affected by the project. Thus, our major concerns for this project are possible sedimentation during construction and the placement of temporary or permanent material in the river during or after construction. We recommend the project be designed to minimize placing of any fill below the ordinary high water mark. The structure should also be designed to minimize changes in channel hydraulics and prevent impediments to recreational boating.

We will be required to review the project in detail if it requires a Section 404 permit. Based on the information available at that time, we would reassess our position as might be indicated.

Bald eagles, a federally-listed endangered species, winter along the Madison River. A concern, as the project relates to endangered species (as well as to raptors generally) is the possible relocation of any powerlines. The information available to us does not indicate whether or not such relocation will be necessary. However, to aid in your planning, we recommend that if powerlines are to be relocated, the new line be designed according to the guidelines provided in "Suggested Practices for Raptor Protection on Powerlines - The State of the Art in 1981."

If you have any questions regarding threatened or endangered species, please contact FWS Endangered Species personnel at:

U.S. Fish and Wildlife Service
Office of Endangered Species
Federal Building, U.S. Courthouse
301 South Park P.O. Box 10023
Helena, Montana 59626
Telephone: (406) 449-5225

Questions concerning issues, other than endangered species, should be directed to this office.

We appreciate the opportunity to comment on the project during the early stages of planning.

Sincerely,

John G. Wood
Field Supervisor
Ecological Services

cc: Director, Montana Department of Fish, Wildlife, and Parks, Helena, MT
LeRoy Ellig, Montana Department of Fish, Wildlife, and Parks, Bozeman, MT
Regional Director, USFWS, Denver, CO (HR)
Field Supervisor, USFWS, Helena, MT (SE)

US Department of Transportation
Federal Aviation Administration

AIRPORTS DISTRICT OFFICE
FAA Building - Room 2
Helena Regional Airport
Helena, Montana 59601

(406)-449-5271

March 12, 1985

Stephen C. Kologi, P.E.
Chief - Preconstruction Bureau
Department of Highways
2701 Prospect
Helena, Montana 59620

Re: BRF 84-1(3)8
Madison River Bridge
East of Norris
Your correspondence dated 2/8/85

Dear Mr. Kologi:

We have reviewed the referenced proposal. It does not appear that the proposed construction will impact any airport and, therefore, have no comments/ objections.

The opportunity to review such proposals is appreciated.

Sincerely,

Susan S. Alexander
Planner/Programmer

Date Recd. Preconst. 3/14/85

Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
	V	32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
	V	Rapp		
	V	File		

Edward Warren: First American Aloft

DEPARTMENT OF COMMERCE
AERONAUTICS DIVISION

TED SCHWINDEN, GOVERNOR

*P.O. BOX 5178
2630 AIRPORT ROAD

STATE OF MONTANA

(406) 444-2506

HELENA, MONTANA 59604

March 6, 1985

Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
State of Montana
Department of Highways
2701 Prospect
Helena, MT 59620

FILE: BRF 84-1(3)8
MADISON RIVER BRIDGE
EAST OF NORRIS

Dear Mr. Kologi:

The Montana Aeronautics Division has reviewed the above-mentioned project, and in our opinion this project will not have any adverse effects on aeronautical activities in this area.

Thank you for the opportunity to comment on this project.

Sincerely,

Michael D. Ferguson, Administrator
Aeronautics Division

Vern Moody
Aviation Representative

Date Recd. Preconst. 3/7/85

Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
	V	31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
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		36 Traffic		
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		39 Consultant Design		
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AN EQUAL OPPORTUNITY EMPLOYER

DEPARTMENT OF COMMERCE
TRANSPORTATION DIVISION

TED SCHWINDEN, GOVERNOR
STATE OF MONTANA
(406) 444 3423

Date Recd. Preconst. 2/19/85

MAIL ROUTE

30 Eng. Specialties
31 Contract Plans
32 Loc. Road Design
33 Environment
34 Hydraulic
35 Surfacing Design
36 Traffic
37 Pub. Hearing
38 Photogrammetry
39 Consultant Design
File

February 15, 1985

Mr. Steve Kologi, P.E. Chief
Preconstruction Bureau
Engineering Division
Montana Department of Highways
Highway Building, 2701 Prospect Avenue
Helena, Montana 59620

Dear Steve:

RE: PROPOSED PROJECTS BRF 84-1(3)8 MADISON RIVER BRIDGE EAST OF NORRIS AND BRF 29-1(13)50 JEFFERSON RIVER BRIDGE NORTH OF TWIN BRIDGES

The Transportation Division of the Montana Department of Commerce has reviewed the subject projects and find both bridge alignment proposals are a substantial improvement in comparison to the existing bridge structures. Specific comments regarding the subject projects are as follows:

BRF 84-1(3)8 Madison River Bridge

1. Proposed project would substantially alleviate the condition of the existing sharp curves associated with the present bridge structure.

2. Proposed straighter alignment may have a tendency to increase vehicle speeds through a highly used recreational area.

3. The project should include the removal of the existing bridge structure upon completion of the new bridge structure.

4. There would be a need to design a new access road to the existing BLM campground to the southeast of the present bridge structure.

5. Consideration should be given in the design of the new bridge to allow boats to safely float under the structure. Also bridge design should allow for fisherman to walk along the bank under the bridge so they are not required to cross over the roadway.

AN EQUAL OPPORTUNITY EMPLOYER

6. Consideration should be given for an approach and new access road to the proposed BLM campground.

BRF 29-1(13)50 Jefferson River Bridge

1. The proposed project would substantially alleviate the problem of the sharp curves associated with the existing bridge structure and provide a widened river crossing structure.

2. The project should include removal of the existing bridge structure upon completion of the new bridge structure.

3. A new approach and access road may need to be developed at approximately Station 196 & 00 for continuity of an existing ranch road.

4. Possibly require a new approach and access road at approximately Station 180 & 00 for continuity of existing access road along the west bank of the Jefferson River south of the proposed alignment.

Thank you for the opportunity to comment on these projects.

Yours truly,

Richard A. Howell

Richard A. Howell, Manager
Special Projects Section
Transportation Division
(406) 444-3676

RAH/sc

MONTANA

DEPARTMENT OF

FISH, WILDLIFE AND PARKS

1420 East Sixth Ave.
Helena, MT 59620
March 13, 1985

Mr. Paul Garrett
Fisheries & Wildlife Biologist
Dept. of Highways
2701 Prospect Ave.
Helena, MT 59620

Dear Paul:

This correspondence is in response to your letter of intent to construct project BRF 84-1(3)8 Madison River Bridge East of Norris. This section of the Madison River is intensively utilized by fishermen and other recreationists. It is rated in the highest category for resource values and sport fishery potential in the department's stream fishing evaluation.

New structure spans should be maximum to reduce the number of piers in the stream. Consideration should be given to timing of construction and other provisions to reduce problems with floating and fishing in the area.

In this reach of the Madison, the bridge and approaches should be designed to maintain river values.

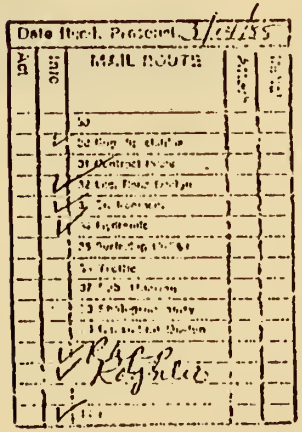
Sincerely,

Ralph

Ralph W. Roland
Stream Protection Act Manager
Fisheries Division

RWR/sk

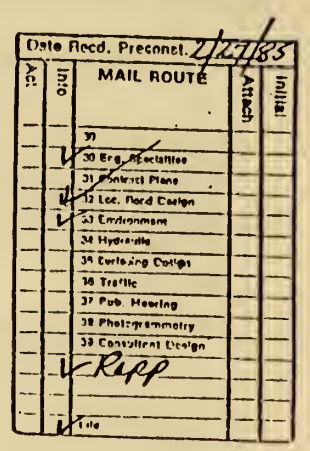
cc: Ellig/Wells



Montana Department of Fish, Wildlife & Parks

1420 East Sixth Avenue
Helena, Montana 59620

February 19, 1985



Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Department of Highways
2701 Prospect
Helena, Montana 59620

Dear Mr. Kologi:

Re: BRF 84-1(3)8
Madison River Bridge
East of Norris

We have reviewed your development plans of the above project. The Department of Fish, Wildlife and Parks has no lands in the project area which will be affected by your work.

Thank you for the opportunity to comment. We appreciate your cooperation.

Sincerely,

Gretchen Ohlheiser

GRETCHEN OHLHEISER, Chief
Project and Planning Bureau
Parks Division

lmp

DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES

AIR QUALITY BUREAU

TED SCHWINDEN, GOVERNOR — COGSWELL BUILDING

STATE OF MONTANA

HELENA, MONTANA 59620

(406) 444-3454

February 13, 1985

Mr. Stephen Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Capitol Station
Helena, MT 59620

Dear Mr. Kologi:

This is in response to your letter of notification regarding the highway improvement project designated as BRF 84-1(3)8, Madison River Bridge East of Norris.

In general, any project which will smooth out the traffic flow, and reduce stopping and idling time will also reduce the amount of air pollution emissions from transportation sources. From this standpoint the Air Quality Bureau would like to support your efforts to upgrade the Montana highway system. Asphalt plants and gravel crushers are the primary emission sources for highway construction, and they must obtain an air quality permit from our office to operate in the state.

Sincerely,

Warren Morton

Warren Morton
Environmental Specialist

WM:sj:hiwy

Date Recd. Preconst. 2/14/85

Act	Info	MAIL ROUTE	Attach	Initial
		29 SCK		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		Kapp		
		File		

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State of Montana
Office of The Lieutenant Governor
Helena 59620

GEORGE TURMAN
LIEUTENANT GOVERNOR

February 13, 1985

Stephen C. Kologi
Montana Department of Highways
Preconstruction Bureau
2701 Prospect Ave.
Helena, MT 59620

Re: Notification of Intent to Further Development of Federal Aid Route 84
BRF 84-1(3)8 -- Madison River Bridge - 8 miles East of Norris
Montana State IGR Clearinghouse File No. MT850213-450-S

Dear Mr. Kologi:

The above captioned notification of intent has been received in the Clearinghouse. In order to provide notification to parties that may be interested in the proposal, it will be listed in the next Intergovernmental Review Bulletin issued from this office.

Any inquiries or comments regarding the proposal will be directed to your office. We will request that comments be submitted to your office by March 13, 1985, and that copies be sent to the Clearinghouse for our files.

The Clearinghouse intends to take no further action on this notification of intent. Specifically, an official state process recommendation will not be issued.

Cordially yours,

H. Agnes Zipperian

H. Agnes Zipperian
Clearinghouse Manager

Date Recd. Preconst. 2/14/85

Act	Info	MAIL ROUTE	Attach	Initial
		29 SCK		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		Kapp		
		File		

AGENCY COORDINATION

3 RIVERS TELEPHONE CO-OP. INC.
Fairfield, Montana 59436
Area Code 406 467-2535

February 13, 1985

Department of Highways
State of Montana
2701 Prospect
Helena, Montana 59620

REF: BRF 84-1(3)8
Madison River Bridge
East of Norris

Attention: Stephen C. Kologi, P. E., Chief
Preconstruction Bureau

Dear Mr. Kologi:

In reply to your letter of February 8, 1985, concerning the above referenced proposed highway project.

We have indicated with a blue line where your proposed highway change conflicts with our current buried cable and aerial crossing in that area. Should this project be approved and scheduled, we would have several sections of cable to relocate. These changes may require us to secure some new right-of-way also.

We have no real objection to the routing of the proposed change, other than the work it will create in the actual cable relocation and any possible unforeseen right-of-way problems we may encounter.

We appreciate being contacted and keep us informed of the progress of this project, so we can schedule accordingly.

Sincerely,

3 Rivers Telephone Cooperative, Inc.

Paul D Kolste

Paul D. Kolste
Construction Supervisor

+ attachments to SEW

Date Recd. Preconst. 2/14/85

Act	Info	MAIL ROUTE	Action	Initial
	✓	30 SEW		
		30 Eng. Specialties		
PI	K	31 Contract Plans		✓
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
	✓	Rapp.		
	✓			

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
Fish and Wildlife Enhancement
Federal Bldg., U.S. Courthouse
301 South Park
P.O. Box 10023
Helena, Montana 59626

IN REPLY REFER TO:
FWE-61410
ER #88-719
? 10.17

August 17, 1988

Mr. Marvin LaNoue
State Director
Bureau of Land Management
Billings, Montana 59101

Dear Mr. LaNoue:

We have reviewed the Draft Environmental Assessment/Section 4(f) Statement for Project No. BRF 84-1(3)8, Madison River Bridge, (ER #88-719), a copy of which was received from our Washington Office with instructions to forward our comments to you by September 1, 1988.

No 4(f) properties within the jurisdiction of the U.S. Fish and Wildlife Service would be impacted by the project. We also concur in the conclusion that the proposed project will not effect endangered or threatened species. We therefore have no objection to the "preferred alternative," as presented in the draft EA/4(f) statement.

Sincerely,

Wayne G. Brewster
State Supervisor
Montana State Office

cc: Director, Montana Department of Fish, Wildlife, and Parks, Helena, MT
BFA (ERT), Washington, D.C.
Suboffice Coordinator, USFWS, Billings, MT (FWE-61410)

GWOOD:cm:clh

"Take Pride in America"

Surname
OR
Ch

D. Agency Comments and Responses

The following section (pages 68 through 75) includes comments on the Draft EA/Section 4(f) Evaluation as submitted during the review period by federal, state and local governmental agencies. These comments were reviewed and responses to individual comments were drafted when appropriate. Comments generally suggested corrections or additions to the text. Modifications to the Final EA/Section 4(f) Evaluation are identified in the responses that accompany each agency's letter.

When comments were not directed at specific points of the document or reflected only the author's viewpoint, lengthy responses were considered unnecessary. These comments have been acknowledged through the following self-explanatory responses.

A "No response required" response is given to comments which are statements that raise no specific questions about EA subject matter.

A "Your comments have been noted" response is given to comments that are substantive but require no specific response.

A "Your opinion has been noted" response is given to comments that are unsupported statements of opinion.

E. Written Public Comments and Responses

There were no written comments from the public received on the Draft EA/Section 4(f) Evaluation for this project.

Comment

United States Department of Agriculture
Soil Conservation Service
Federal Building, Room 443
10 East Babcock Street
Bozeman, MT 59715

August 4, 1988

Mr. Stephen C. Kologi
Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

RE: Madison River Bridge (BRF84-1(3)8) DEA

Dear Mr. Kologi:

We have reviewed the above proposed works of improvement and have no comments to offer.

Sincerely,

RICHARD J. GOOBY
Acting State Conservationist

cc: Ron Batchelor, State Biologist, SCS, Bozeman, MT

Date Rec'd Precons. 8/5/88

Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialist		
	✓	31 Contract Plans		
		32 Loc. Road Design		
	✓	33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
	✓	38 Photogrammetry		
	✓	39 Consultant Design		
	✓	Kapp		
	✓			

Response

RESPONSE TO COMMENTS:

AGENCY : USDA, Soil Conservation Service
Richard J. Gooby
Acting State Conservationist

COMMENT DATE: August 4, 1988

1. No response required.

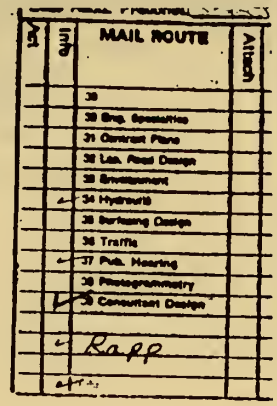
Comment

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

REPLY TO ATTENTION OF

August 15, 1988

Planning Division



Mr. Stephen C. Kologi, Chief
Preconstruction Bureau
Montana Department of
Highways
2701 Prospect Avenue
Helena, Montana 59620

Dear Mr. Kologi:

We have reviewed the Draft Environmental Assessment/Section 4(f) Evaluation, Madison River Bridge, FAP 84, East of Norris, BRF 84-1(3)8, July 1988. We have the following comments.

The design of the proposed project should insure that the project is in compliance with flood plain management criterion of Madison County and the State of Montana. As a minimum, the design should insure that the 100-year flood water surface elevation of any stream affected is not increased more than one foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

The Draft Environmental Assessment/Section 4(f) Evaluation, page 16, acknowledges the requirement to obtain a Section 404 permit. It is recommended that final project plans be sent to Mr. Robert McInerney, U.S. Army Corps of Engineers, c/o DNRC/CDD, 1520 East 6th Avenue, Helena, MT 59620-2301, for a detailed review of permit requirements.

In addition, please make the following change to your list of agencies and individuals who are notified of your projects. For no. 25 on the list, replace with: Mr. Richard D. Gorton, Chief, Environmental Analysis Branch, U.S. Army Corps of Engineers, 215 North 17th Street, Omaha, Nebraska 68102.

Thank you for this review opportunity.

Sincerely,

Richard D. Gorton

Richard D. Gorton
Chief, Environmental
Analysis Branch
Planning Division

69

Response

RESPONSE TO COMMENTS:

AGENCY: Department of the Army Corps of Engineers
Richard D. Gorton, Chief
Environmental Analysis Branch, Planning Division

COMMENT DATE: August 15, 1988

1. Your comments have been noted.

2. Your comments have been noted.

3. No response required.

Comment

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
Fish and Wildlife Enhancement
Federal Bldg., U.S. Courthouse
301 South Park
P.O. Box 10023
Helena, Montana 59626

IN REPLY REFER TO:
FWE-61410
ER #88-719
10.17

August 17, 1988

Mr. Marvin LaNoue
State Director
Bureau of Land Management
Billings, Montana 59101

Dear Mr. LaNoue:

We have reviewed the Draft Environmental Assessment/Section 4(f) Statement for Project No. BRF 84-1(3)8, Madison River Bridge, (ER #88-719), a copy of which was received from our Washington Office with instructions to forward our comments to you by September 1, 1988.

No 4(f) properties within the jurisdiction of the U.S. Fish and Wildlife Service would be impacted by the project. We also concur in the conclusion that the proposed project will not effect endangered or threatened species. We therefore have no objection to the "preferred alternative," as presented in the draft EA/4(f) statement.

Sincerely,

Wayne G. Brewster
State Supervisor
Montana State Office

cc: Director, Montana Department of Fish, Wildlife, and Parks, Helena, MT
BFA (ERT), Washington, D.C.
Suboffice Coordinator, USFWS, Billings, MT (FWE-61410)

GWOOD:cm:clh

"Take Pride in America"

Surname
GW
Ch

Response

RESPONSE TO COMMENTS:

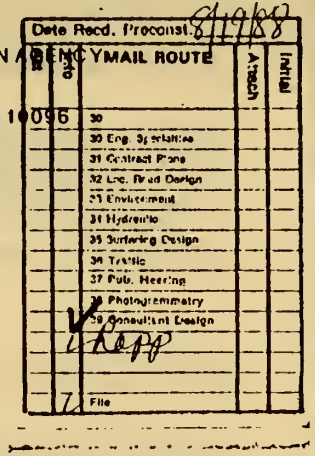
AGENCY: U.S. Dept. of the Interior
Fish & Wildlife Service
Wayne G. Brewster
State Supervisor
Montana State Office

COMMENT DATE: August 17, 1988

1. Your comments are noted.

Comment

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII, MONTANA OFFICE
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096



Ref: 8 MO

August 18, 1988

Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Montana Department of Highways
2701 Prospect
Helena, Montana 59620

Re: Federal Aid Highway Project
Madison River Bridge
East of Norris BRF 84-1(3)8

Dear Mr. Kologi:

This is in response to your draft Environmental Assessment/Section 4(f) Evaluation regarding the above-referenced project dated July 1988.

The proposed project includes the construction of a 400 foot long bridge over the Madison River near Three Forks in Madison County at a location slightly downstream from the existing bridge, and the construction of 4,400 linear feet of new 28 foot wide roadway for the bridge approaches. The new alignment would pass through open rangelands northeast of the existing bridge and would require that 4.64 acres of new right-of-way be obtained from the BLM.

We are pleased to see that the small 0.25 acre wetland that will be impacted near Cold Springs Creek will be replaced in accordance with the procedures outlined in the proposed Montana Interagency Wetlands Group Memorandum of Understanding.

We request that all appropriate pollution and erosion control measures are provided for during project planning and design. These measures should be implemented during construction to assure protection of water quality and aquatic habitat.

Please feel free to contact me at 449-5486 if you have any questions. Thank you very much for the opportunity to comment.

Sincerely,

Richard T. Montgomery
Branch Chief

c.c. Steven Pilcher, WQB
John Peters, EPA 8 WM-SP
Lee Shanklin, 8 MO

71

Response

RESPONSE TO COMMENTS:

AGENCY: U.S. Environmental Protection Agency
Region VIII, Montana Office
Richard T. Montgomery
Branch Chief

COMMENT DATE: August 18, 1988

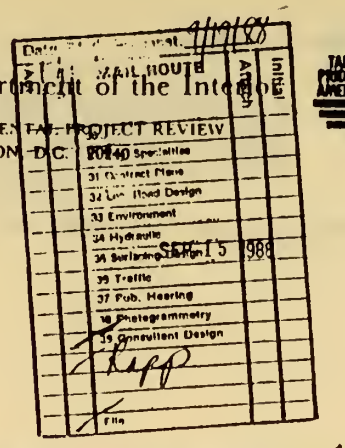
1. Your comments have been noted.

2. The use of MDOH's standard specifications for construction and the reviews of design plans required for permit acquisition will ensure that water quality and habitat are protected during the project.

Comment

United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
WASHINGTON, D.C.



ER 88/719

Mr. Roger K. Scott
Division Administrator
Federal Highway Administration
301 S. Park
Drawer 10056
Helena, Montana 59626

Dear Mr. Scott:

This responds to your request for the Department of the Interior's comments on the draft environmental assessment/Section 4(f) evaluation for Madison River Bridge, East of Norris (FAP 84 Milepost 7.9), Madison County, Montana.

SECTION 4(f) COMMENTS

We concur that there are no feasible and prudent alternatives to the proposed use of land from the Bear Trap Recreation Area, including associated archeological and historical resource areas, by the preferred Alternative I.

We also concur with the measures proposed to minimize harm that are discussed throughout the draft assessment/evaluation. The following points, however, deserve emphasis:

1. The Bureau of Land Management (BLM) should be a party to any formal Determination of No Adverse Effect, and should be consulted in the development of, and concur with, the proposed archeological data recovery plan.

2. The proposed new approaches and extensions to existing recreational access roads should be designed in consultation with, and approved by, the BLM.

3. Removal of the old road and restoration of the old right-of-way should be done to the satisfaction of the BLM.

4. The proposed staging area should be located in consultation with the BLM, and should be restored to the satisfaction of the BLM after construction is completed.

5. The new bridge should be designed to fully accommodate recreational boating on the river, as well as pedestrian access (fisherman access) beneath the structure.

ENVIRONMENTAL ASSESSMENT COMMENTS

The U. S. Fish and Wildlife Service (FWS) advises that it concurs with the conclusion that the proposed project will not effect endangered or threatened species.

Response

RESPONSE TO COMMENTS:

AGENCY: U.S. Department of the Interior
Office of Environmental Project Review
Bruce Blanchard
Director

COMMENT DATE: September 15, 1988

Section 4(f) Comments

1. Your comments have been noted.

2. The text of the EA/Section 4(f) Evaluation has been revised to emphasize the five points identified in the comment letter. Text was added to E. Proposed Action of the environmental assessment and G. Measures to Minimize Harm of the 4(f) Evaluation that stressed items 2, 3, 4, and 5. Sentences pertaining to Items 3 and 4 were also added to P. Construction Impacts in the environmental assessment.

   Text in both the EA and Section 4(f) Evaluation was revised to indicate that MDOH will prepare documentation for a finding of adverse effect on archaeological sites in the project area. A data recovery plan outlining measures to mitigate impacts on archaeological resources will be developed in consultation with the BLM, the State Historic Preservation Office (SHPO), and the Advisory Council on Historic Preservation (ACHP). A Memorandum of Agreement, based on the data recovery plan, must be acceptable to MDOH/FHWA, BLM, SHOP, and ACHP. A copy of the signed agreement will be included in the final environmental documentation for this project.

Environmental Assessment Comments

1. No response required.

Comment

The FWS also advise that its most likely position with regard to the issuance of a Section 404 permit would be one of no objection to the preferred alternative, providing sedimentation during construction, and the placement of fill material in the river, are minimized. The FWS will reassess this position at the time of permit application, and provide additional comments, as appropriate, based on information then available.

The environmental assessment adequately addresses other areas of concern to the Department of the Interior.

SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of Alternative 1, providing the final statement indicates your concurrence with the five points regarding measures to minimize harm that we address above.

Please continue your coordination with the State Director, Bureau of Land Management, Montana State Office, P. O. Box 36800, Billings, Montana 59107-6800 (telephone: FTS 585-6461, commercial 406/657-6461). For pre-Section 404 permit coordination, you may contact the Field Supervisor, U. S. Fish and Wildlife Service, Federal Building, 316 North 26th Street, Billings, Montana 59101-1396 (telephone: FTS 585-6750, commercial 406/657-6750).

Thank you for the opportunity to provide these comments.

Sincerely,

Bruce Blanchard
Director

cc: Stephen C. Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

Response

2. Your comments have been noted.

Comment

United States Department of the Interior
BUREAU OF RECLAMATION
Missouri Basin Region
P.O. Box 36900
Billings, Montana 59107-6900

TAKE PRIDE IN AMERICA

IN REPLY
REFER TO: MB-157

AUG 25 1988

Memorandum

To: State Director, Bureau of Land Management, Billings, Montana

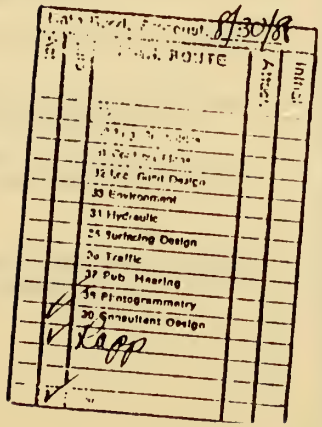
From: Regional Environmental Affairs Officer, Billings, Montana

Subject: Review of Draft Environmental Assessment/Section 4(f) Evaluation for Madison River Bridge (FAP-84), East of Norris, Madison County, Montana (ER88/74)

We have completed the subject review. The proposed highway and bridge construction will not adversely affect any Bureau of Reclamation facilities or operations. We concur with the State Historic Preservation Office archeological comments on the project as stated in their June 29, 1988, letter to the Montana Department of Highways.

Robert Schroeder

bc: Stephen C. Kologi, Chief Preconstruction Bureau, Montana Department of Highways, 2701 Prospect Avenue, Helena, MT 59620



Response

RESPONSE TO COMMENTS:

AGENCY: U.S. Department of the Interior, Bureau of Reclamation
Missouri River Basin
Robert Schroeder
Regional Environmental Affairs Officer

COMMENT DATE: August 25, 1988

1. Your comments have been noted. MDOH recognized that the proposed action will result in adverse effects on two eligible archaeological sites in the project area. Documentation of these impacts and a plan to mitigate the impacts of the project has been prepared and submitted to the State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (ACHP). A signed Memorandum of Agreement specifying the mitigation agreed upon by the ACHP, SHPO, BLM, and MDOH/FHWA is included in the Final EA/Section 4(f) Evaluation.

Comment

DEPARTMENT OF NATURAL RESOURCES AND CONSERVATION

TED SCHWINDEN, GOVERNOR — 1520 EAST SIXTH AVENUE

STATE OF MONTANA

DIRECTOR'S OFFICE (406) 444 6699

HELENA, MONTANA 59620

MAIL ROUTE

	Attach	Initial
31 Eng. Specialties		
33 Contract Plans		
34 Loc. Road Design		
36 Environment		
24 Hydraulic		
25 Surfacing Design		
35 Traffic		
37 Pub. Hearing		
38 Photogrammetry		
Consultant Design		
Kapp		
File		

September 14, 1988

Stephen C. Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Re: Madison River Bridge
FAP 84, East of Norris
BRF 84-1(3)8

Dear Mr. Kologi:

The Montana Department of Natural Resources and Conservation has reviewed the Draft Environmental Assessment/Section 4(f) Evaluation of the replacement of the Madison River bridge. Our comments follow.

First, on pages 16 and 17 is a list of the permits that must be obtained before construction of the project. No water use permit appears on this list. However, water may be needed for dust control or some other construction-related purpose. If so, under the Montana Water Use Act, a temporary water use permit will have to be obtained from this department.

Also, you sent a copy of your mailing list and asked for the names of other agencies, groups, or individuals that might be affected or concerned. The Madison Conservation District is interested and would like to be kept informed. Its address is PO Box 353, Ennis, MT 59729 (phone 682-4899).

Thank you for the opportunity to review these materials.

Sincerely,

Carole I. Massman

Carole I. Massman
Administrative Officer

CIM:mp

cc: Water Resources Division (Brasch and Guse)
Scott Compton, Bozeman Area Office
Intergovernmental Review Clearinghouse
Conservation Districts Division (Beck)

CENTRALIZED SERVICES DIVISION (406) 444 6700 | CONSERVATION DISTRICTS DIVISION (406) 444 6667 | ENERGY DIVISION (406) 444 6697 | OIL AND GAS DIVISION (406) 444 6675 | WATER RESOURCES DIVISION (406) 444 6601

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Response

RESPONSE TO COMMENTS:

AGENCY: Montana Department of Natural Resources & Conservation
Carole I. Massman
Administrative Officer

COMMENT DATE: September 14, 1988

1. The text of the EA was modified to indicate that a temporary water use permit must be obtained if water is needed for dust control or other construction-related purposes.

2. The Madison Conservation District was added to the circulation list for the project. The group was also provided with a copy of the Draft EA/Section 4(f) Evaluation and notified of the public hearing on the project.